BUS ROUTE PERFORMANCE

Period 4, 1992

Operations Branch
Operations Planning Division
Service Planning

April 1992

OP-x92031

RESOURCES
PERFORMANCE
SERVICE STANDARDS
cta
SERVICE

TRAN
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5264
B976b
1992
pt.4

METROPOLITAN PLANNING COUNCIL
220 S. STATE SUITE 1800
CHICAGO, IL 60604

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EXECUTIVE SUMMARY

CTA operates a transit system composed of 132 bus routes and 6 rapid transit routes. Although the operational requirements of the modes are different, they are designed to work as one whole system. The system is designed to take advantage of the best attributes of each mode: The routing flexibility of the bus system and the speed of the rail service.

This report provides performance information on CTA's bus routes and rail stations. Detailed performance is provided in the Appendices. The source material for the information found in the Appendices is explained in Appendix A.

Flooding of the old freight tunnels occurred in the middle of the fourth period on April 13, 1992. Due to the flood, State Street and Dearborn subways remained closed for the remainder of the period, which seriously disrupted service. State Street subway riders were carried downtown via the Loop elevated tracks, and Dearborn subway riders were transferred to shuttle buses.

Ridership data for this period is abnormal. Since some businesses in the central area were closed during the flood, the total number of trips made by all modes is less than normal. For this reason, comparisons of the fourth period data to other periods is not advised.

This report examines the relative performance of bus routes to each other. Although the flood did influence some of these relationships, the performance rankings changed little from the first period. For example, certain bus routes, such as the #56, carried more riders than normal as a result of the

flood. However, the ranking of route #56 did not change appreciably from the first period. The rail data included in this report does not reflect any affects of the flood, as this data is from the annual count done in November.

CTA's most productive route in the fourth period was the #81 Lawrence, which on weekdays recovered 180 percent of its direct (variable) operating costs. CTA's heaviest weekday bus route, in total ridership, was the #9 Ashland, which averaged 35,560 passengers per day during this period. CTA's most productive rail station is 95th station on the Dan Ryan line. Approximately 20,150 passengers use the station each weekday. In contrast, only 450 passengers use the 58th station each weekday. Average traffic per station is 3,250 passengers.

PURPOSE

This report is produced as part of an ongoing effort to monitor service performance and make necessary adjustments. It is compiled four times a year--in the first, fourth, seventh, and tenth fiscal periods.

The publication of route and station performance provides information not only to CTA management, but also to anyone interested in their CTA service. This includes community groups, political leaders, and the business community.

This report includes bus route performance for the fourth period of 1992 (March 29, 1992, to April 25, 1992).

PERFORMANCE EVALUATION

Matching service levels to use is an ongoing exercise. The information presented in this report describes the relative performance of CTA's bus routes and rail stations. That is, how does one bus route or rail station perform when compared to others. The following narrative describes how this information is used by CTA's service planners.

Bus

For the bus system, variable cost recovery is the key performance indicator. This measure directly ties service use to service cost. However, for information purposes, both total cost recovery and variable cost recovery are shown in this report. Total cost recovery ratio is useful for gauging system productivity relative to RTA-mandated goals. Variable cost recovery ratio is used as a service planning tool in route performance ranking. This ranking aids planning staff in targeting their efforts for a more productive system. Variable costs include fuel, operator wages and fringe benefits, maintenance materials, tires, and lubricants. These are costs directly associated with providing service.

Routes are ranked using variable cost recovery by route classification (i.e. crosstowns, expresses, rapid transit feeders, etc.). The top 20 percent, middle 60 percent, and bottom 20 percent in each classification are grouped. Each group has different planning and marketing objectives that guide staff action.

Grouping	Objectives
top 20 percent	preserve/protect
middle 60 percent	improve/promote
bottom 20 percent	improve/eliminate

Of particular interest are those poorest performing routes that fail to recover at least 52 percent of their variable cost. These routes are evaluated for remedial changes or complete discontinuance within CTA's Bus Route Design Guidelines.

Exhibit I lists those bus routes that constitute CTA's "watch list" of poor performing routes by day of the week. This list indicates routes that rank in the bottom 20 percent of their category, and those routes of particular concern with a variable cost recovery of less than 52 percent. Individual route information for all bus routes can be found in Appendices B and C.

Rail

The key performance indicator used for station evaluations is the number of entering passengers. Stations are also evaluated in terms of agent productivity.

Average entering station traffic by fare type and day of week is presented in the November Traffic report in Appendix D. This report is composed of five tables. The first table shows total passengers by route; the second shows weekday passengers in station volume order; the third is weekday passengers in station alphabetic order; the fourth is weekday, Saturday and Sunday passengers in geographic order; and the fifth graphs total weekday traffic trends from 1970.

EXHIBIT I
PERIOD 4, 1992

BUS ROUTE WATCH LIST
ROUTES TARGETED FOR REVIEW BY DAY TYPE

ROUTE #	WEEKDAY Bottom 20%	WEEKDAY Below 52% VCR	SATURDAY Bottom 20%	SATURDAY Below 52% VCR	SUNDAY Bottom 20%	SUNDAY Below 52% VCR
1			X			
7					X	X
11					X	
12			X			
16	X		X	X	X	X
17	X					
18			X		X	X
24	X		X	X	X	X
30	X		X		X	X
31	X		X	X		
37	X					
39	X		X	X	X	X
41	X					
42	X					
43			X			
44					X	
49A	X		X		X	X
52A	X					
54A	X					
59	X		X		X	
64	X					
65			X		X	
68						X
81W						X
85A	X		X	X		
86					X	
88						X
90N	X	X	X	X		
94					X	
95E						X
96	X		X			X
99 / 164						
99M	X	X				
103					X	X
106			X	X	X	X
110	X					
111 / 104			X			
112					X	X
120	X	X				
126					X	
127	X	X				
129		X				
130				X		X
131	X	X				
201	X		X			
202	X	X				
203	X					
204			X			

VCR = Variable Cost Recovery
"X" Route is targeted due to the measure indicated.

Exhibit II lists all CTA stations that were in operation in November 1991. Stations preceded by an asterisk (*) were closed in February 1992. The stations are ranked by total weekday entering passengers and are divided into three groups. The stations in the top third produce two-thirds, or 67 percent, of total entering traffic. Whereas the bottom third of the stations produce only ten percent of total entering traffic. Stations in the bottom one-third are reviewed to determine whether current station operations are appropriate.

The number of agents provided at low-volume stations is reviewed first. Exhibit III ranks stations on weekday traffic per agent hour, a measure of agent productivity. Saturday and Sunday rankings are shown in Exhibits IV and V. Some low-volume stations perform well on this measure due to part-time agent coverage. Agent hours are economized at those stations where the number of agents can be reduced.

EXHIBIT II

STATION	ROUTE	PASSENGERS	STATION	ROUTE	PASSENGERS	STATION	ROUTE	PASSENGERS
95	NS	20,150	Polk	WNW	3,050	Chicago	WNW	1,400
Washington	NS	14,800	Sheridan	NS	2,950	Montrose	Rav	1,400
Washington	WNW	12,250	63	NS	2,850	University	NS	1,350
Jefferson Park	WNW	10,500	Tech-35	NS	2,850	Garfield	NS	1,350
Adams/Wabash	Loop	10,200	Diversey	Rav	2,800	43	NS	1,300
Chicago	NS	9,800	Armitage	Rav	2,700	Jarvis	NS	1,300
Howard	NS	9,450	Clinton	WNW	2,700	Oak Park	NS	1,300
Monroe	WNW	9,200	Central	NS	2,650	Ashland	NS	1,300
Jackson	NS	9,000	Clinton	NS	2,550	Cottage Grove	NS	1,300
Belmont	NS	8,950	Sox-35	NS	2,550	Harrison	NS	1,300
Jackson	WNW	8,700	Madison/Wells	Loop	2,550	Halsted	NS	1,250
Fullerton	NS	8,650	Addison	WNW	2,500	Pulaski (Congress)	WNW	1,250
Clark/Lake	Loop	8,600	LaSalle	WNW	2,500	Randolph/Wells	Loop	1,250
Clark/Lake	WNW	8,550	Granville	NS	2,500	Ridgeland	NS	1,250
79	NS	8,150	54th/Cermak	WNW	2,450	Central Park	WNW	1,150
O'Hare	WNW	7,100	LaSalle/Van Buren	Loop	2,450	Hoyne	WNW	1,150
State/Lake	Loop	6,650	47	NS	2,450	Kedzie	Rav	1,150
69	NS	6,650	Quincy/Wells	Loop	2,300	Cicero (Congress)	WNW	1,100
Monroe	NS	6,600	California (O'Hare)	WNW	2,300	Wellington	Rav	1,100
Randolph/Wabash	Loop	5,850	Thorndale	NS	2,250	Harlem (Congress)	WNW	1,050
Logan Square	WNW	5,800	Chicago	Rav	2,250	Pulaski (Douglas)	WNW	1,050
Loyola	NS	5,700	Austin	NS	2,250	Western (Douglas)	WNW	1,000
U of I-Halsted	WNW	5,650	Lawrence	NS	2,200	Sedgwick	Rav	1,000
87	NS	5,550	Berwyn	NS	2,200	Central	Evan	950
Belmont	WNW	5,450	Western (O'Hare)	WNW	2,150	Kedzie (Douglas)	WNW	950
Wilson	NS	5,350	Pulaski	NS	2,150	King Drive	NS	900
River Road	WNW	5,250	Argyle	NS	2,050	Racine	NS	900
Clark/Division	NS	5,250	Racine	WNW	2,050	Paulina	Rav	900
Madison/Wabash	Loop	5,200	Irving Park	Rav	1,950	* Laramie	WNW	900
Cumberland	WNW	5,050	Austin	WNW	1,950	South Blvd	Evan	850
Morse	NS	4,950	Montrose	WNW	1,900	* Grand	WNW	850
Grand	NS	4,750	Linden	Evan	1,850	Homan	NS	800
Bryn Mawr	NS	4,700	Medical Center	WNW	1,850	Western (Congress)	WNW	800
Harlem (O'Hare)	WNW	4,650	Cermak-Chinatown	NS	1,700	Kedzie	NS	800
Desplaines	WNW	4,500	51	NS	1,700	Halsted	NS	750
Irving Park	WNW	4,450	North/Clybourn	NS	1,700	Francisco	Rav	750
Division	WNW	3,900	Southport	Rav	1,700	Rockwell	Rav	700
Kimball	Rav	3,750	Oak Park	WNW	1,700	61	NS	700
Davis	Evan	3,600	Kedzie (Congress)	WNW	1,700	Indiana	NS	700
Damen	WNW	3,600	Cicero (Douglas)	WNW	1,650	Foster	Evan	650
Ashland	NS	3,500	Damen	Rav	1,550	Dempster	Evan	650
Addison	NS	3,400	California (Douglas)	WNW	1,500	Kildare	WNW	650
Merchandise Mart	Rav	3,300	Laramie	NS	1,500	Noyes	Evan	600
Harlem	NS	3,250	Main	Evan	1,450	* California	NS	500
Garfield	NS	3,250	47	NS	1,450	* Harvard	NS	500
Roosevelt	NS	3,100	Cicero	NS	1,450	58	NS	450
Western	Rav	3,100	Addison	Rav	1,450	* Wentworth	NS	250
						SYSTEM TOTAL		456,200
						Average per station		3,250

PLANNED AND PROPOSED SERVICE ADJUSTMENTS

The following service adjustments are planned for implementation this summer.

- **School Summer Break Adjustment**

  Normal seasonal adjustments in service frequency are planned for 42 routes.

- **#130 Grant Park Treasures**

  This service will be retained on Saturdays, Sundays and holidays during the spring and summer months. The CTA Board approved this retention of service based on a favorable performance evaluation of these periods during the two-year trial.

MKC/PFG/smw

EXHIBIT III

WEEKDAY TRAFFIC PER AGENT HOUR
(NOVEMBER 1991)

Station	Route	Traffic/ Agent Hour	Weekday Traffic
Jackson-Van Buren	State St	357.1	3,750
Belmont	Howard	337.7	8,950
95th	DanRyan	337.5	20,150
Jefferson Park	O'Hare	320.1	10,500
Chicago/State	Howard	311.1	9,800
Howard	Howard	306.8	9,450
Wells (Clark/Lake)	Dearborn	303.0	2,000
Desplaines	Congress	267.9	4,500
Quincy/Wells (Inner)	Loop	266.7	800
Jackson-Van Buren	Dearborn	265.2	3,500
79th	DanRyan	263.8	8,150
Fullerton	Howard	261.3	8,650
Madison/Wabash	Loop	260.0	5,200
Adams/Wabash	Loop	256.9	10,200
Randolph-Washington	Dearborn	245.9	10,550
Washington-Madison	Dearborn	242.9	1,700
Madison/Wells (Inner)	Loop	231.5	1,250
Lunt (Morse)	Howard	229.7	850
Harlem	O'Hare	229.1	4,650
Pulaski (Irv Pk)	O'Hare	228.6	800
Damen	O'Hare	225.0	3,600
Monroe-Adams	State St	223.4	2,100
203 N LaSalle (Clark/Lake)	Dearborn	222.2	800
Clark/Division	Howard	218.8	5,250
Monroe-Adams	Dearborn	218.6	3,650
Peoria (U of I/H)	Congress	217.1	3,800
SOIC (Clark/Lake)	Dearborn	214.6	5,750
69th	DanRyan	213.1	6,650
Loyola	Howard	208.0	5,700
Belmont	O'Hare	205.7	5,450
Madison-Monroe	Dearborn	203.3	5,550
Lake-Randolph	State St	203.2	5,650
87th	DanRyan	201.1	5,550
Randolph-Washington	State St	199.7	6,650
Diversey	Ravenswd	189.2	2,800
Kimball	Ravenswd	187.5	3,750
Irving Park	O'Hare	187.2	3,650
Adams-Jackson	Dearborn	185.7	5,200
Merchandise Mart	Ravenswd	185.4	3,300
River Road	O'Hare	184.2	5,250
Cumberland	O'Hare	183.6	5,050
Adams-Jackson	State St	182.9	5,250
LaSalle	Dearborn	182.5	2,500
O'Hare	O'Hare	178.8	7,100
Bryn Mawr	Howard	178.7	4,700
Grand/State	Howard	178.6	4,750
Clark/Lake (Inner)	Loop	177.8	5,850
Addison	O'Hare	173.6	2,500
Addison	Howard	173.5	3,400
Randolph/Wells (Inner)	Loop	171.9	550
Polk	Douglas	171.3	3,050
Sheridan	Howard	170.5	2,950
Clinton	Lake	166.7	2,550
Harlem	Lake	164.4	2,450
Division	O'Hare	162.5	3,900
Wilson	Howard	161.6	5,350
Davis	Evanston	161.4	3,600
Western	Ravenswd	159.0	3,100
Armitage	Ravenswd	158.8	2,700
Washington-Madison	State St	158.2	2,500
Central	Lake	157.7	2,650
Madison-Monroe	State St	156.3	4,500
Loomis (Racine)	Congress	156.3	500
California	O'Hare	155.4	2,300
Granville	Howard	153.4	2,500
Morse	Howard	153.0	4,100
Randolph/Wabash (Inner)	Loop	150.9	4,150
Clark/Lake (Outer)	Loop	150.3	2,750
Chicago	Ravenswd	150.0	2,250
Western	O'Hare	144.3	2,150
54th/Cermak	Douglas	144.1	2,450
Linden	Evanston	140.2	1,850
Montrose	O'Hare	137.7	1,900
Irving Park	Ravenswd	137.3	1,950
Thorndale	Howard	136.4	2,250
Kedzie	Lake	135.6	800
Garfield	DanRyan	135.4	3,250
Kedzie (Logan Sq)	O'Hare	133.3	3,200
Medical Center (Ogden)	Congress	132.8	1,700
Ashland	Englewd	131.6	3,500
Austin	Lake	131.6	2,250
Berwyn	Howard	131.0	2,200
Roosevelt	Eng/J Pk	129.2	3,100
LaSalle/Van Buren (Outer)	Loop	127.6	1,850
LaSalle/Van Buren (Outer)	Loop	127.6	1,850
State/Lake (Inner)	Loop	125.0	3,500
Southport	Ravenswd	123.2	1,700
Oak Park	Congress	123.2	1,700
Argyle	Howard	120.6	2,050
63rd	DanRyan	118.8	2,850
Tech-35th	Eng/J Pk	118.8	2,850
State/Lake (Outer)	Loop	116.7	3,150
Damen	Ravenswd	115.7	1,550
Laramie	Lake	113.6	1,500
U of I-Halsted	Congress	112.8	1,850
Clinton	Congress	112.5	2,700
Austin	Congress	112.3	1,550
Racine	Congress	109.9	1,550
Main	Evanston	109.0	1,450
Spaulding (Logan Sq)	O'Hare	108.3	2,600
Sox-35th	DanRyan	106.3	2,550
Cicero	Lake	105.1	1,450
Quincy/Wells (Outer)	Loop	104.9	1,500
Cicero	Douglas	104.4	1,650
North/Clybourn	Howard	103.0	1,700
47th	Eng/J Pk	102.1	2,450
LaSalle/Van Buren (Inner)	Loop	101.7	600
Halsted	Lake	101.4	750
California	Douglas	100.0	1,500
Montrose	Ravenswd	100.0	1,400
Addison	Ravenswd	98.6	1,450
Lawrence	Howard	91.7	2,200
Madison/Wells (Outer)	Loop	91.5	1,300
Chicago	O'Hare	89.7	1,400
Oak Park	Lake	89.0	1,300
Dempster	Evanston	89.0	650
Randolph/Wabash (Outer)	Loop	89.0	1,700
Pulaski	Congress	88.7	1,250
Ridgeland	Lake	87.4	1,250
Kedzie	Ravenswd	86.5	1,150
Harrison	Eng/J Pk	83.9	1,300
Hoyne	Douglas	83.3	1,150
Central Park	Douglas	83.3	1,150
Pulaski	Lake	82.7	2,150
Jarvis	Howard	79.8	1,300
Wellington	Ravenswd	79.7	1,100
California	Lake	79.4	500
Cicero	Congress	79.1	1,100
Harlem	Congress	76.6	1,050
Homan	Lake	76.2	800
Foster	Evanston	75.6	650
Lombard (Austin)	Congress	75.5	400
Central	Evanston	73.6	950
Sedgwick	Ravenswd	72.5	1,000
Cermak-Chinatown	DanRyan	70.8	1,700
51st	Eng/J Pk	70.8	1,700
Pulaski	Douglas	67.7	1,050
Western	Douglas	67.6	1,000
Paulina	Ravenswd	66.7	900
South Blvd	Evanston	66.4	850
Laramie	Douglas	66.2	900
Ashland	Lake	66.0	1,300
Kedzie	Douglas	62.1	950
47th	DanRyan	60.4	1,450
Kedzie	Congress	60.3	850
Homan (Kedzie)	Congress	60.3	850
Francisco	Ravenswd	56.4	750
Garfield	Eng/J Pk	56.3	1,350
Western	Congress	55.9	800
Grand	O'Hare	54.8	850
43rd	Eng/J Pk	54.2	1,300
Cottage Grove	Jack Pk	54.2	1,300
Marion (Harlem)	Lake	53.3	800
Halsted	Englewd	52.1	1,250
Rockwell	Ravenswd	51.5	700
University	Jack Pk	50.8	1,350
King Drive	Jack Pk	50.6	900
Randolph/Wells (Outer)	Loop	50.0	700
Kildare	Douglas	47.4	650
Noyes	Evanston	46.9	600
Paulina (Med Ctr)	Congress	46.9	150
Indiana	Eng/J Pk	41.4	700
61st	Jack Pk	38.7	700
Racine	Englewd	37.5	900
Harvard	Englewd	30.9	500
58th	Eng/J Pk	27.1	450
Wentworth	Englewd	15.2	250

EXHIBIT IV

SATURDAY TRAFFIC PER AGENT HOUR
(NOVEMBER 1991)

Station	Route	Traffic/ Agent Hour	Saturday Traffic
95th	DanRyan	257.7	9,150
Belmont	Howard	245.8	5,900
Chicago/State	Howard	226.4	6,250
Howard	Howard	208.3	5,000
O'Hare	O'Hare	183.6	5,250
Randolph-Washington	Dearborn	179.2	4,300
79th	DanRyan	175.0	4,200
Fullerton	Howard	175.0	4,200
Adams/Wabash	Loop	162.5	3,900
Davis	Evanston	154.8	2,400
Sheridan	Howard	154.4	2,100
Clark/Division	Howard	154.2	3,700
69th	DanRyan	154.2	3,700
Jefferson Park	O'Hare	150.0	3,600
Addison	Howard	144.4	1,950
Loyola	Howard	143.8	3,450
Jackson-Van Buren	State St	142.9	900
Randolph-Washington	State St	135.4	3,250
Madison/Wabash	Loop	134.3	1,800
Morse	Howard	127.1	3,050
Lake-Randolph	State St	127.1	3,050
Granville	Howard	125.0	1,750
Desplaines	Congress	123.0	1,550
Wilson	Howard	122.9	2,950
Ashland	Lake	122.4	600
Adams-Jackson	Dearborn	116.7	2,800
Damen	O'Hare	116.5	1,550
Berwyn	Howard	115.9	1,600
Adams-Jackson	State St	112.5	2,700
Merchandise Mart	Ravenswd	110.3	750
Pulaski	Lake	110.2	1,300
Bryn Mawr	Howard	108.3	2,600
87th	DanRyan	108.3	2,600
Central	Lake	106.6	1,300
Harlem	Lake	104.8	1,300
Kimball	Ravenswd	103.2	1,600
Randolph/Wabash (Inner)	Loop	102.1	2,450
Thorndale	Howard	101.4	1,400
Harlem	O'Hare	100.0	1,700
Madison-Monroe	State St	100.0	2,400
U of I-Halsted	Congress	97.9	950
Argyle	Howard	94.9	1,300
Madison-Monroe	Dearborn	93.8	2,250
Irving Park	O'Hare	93.8	1,500
SOIC (Clark/Lake)	Dearborn	91.7	2,200
Austin	Lake	91.7	1,100
54th/Cermak	Douglas	90.6	1,250
Belmont	O'Hare	89.6	2,150
River Road	O'Hare	89.6	2,150
Monroe-Adams	State St	88.7	550
Western	Ravenswd	86.7	1,300
Cicero	Douglas	86.5	1,150
Grand/State	Howard	85.4	2,050
Chicago	Ravenswd	85.2	750
Diversey	Ravenswd	82.6	1,000
Garfield	DanRyan	81.3	1,950
Division	O'Hare	79.2	1,900
Main	Evanston	75.8	750
Clark/Lake (Inner)	Loop	75.0	1,800
Armitage	Ravenswd	74.1	800
Western	O'Hare	74.1	1,000
Cicero	Lake	73.3	850
Linden	Evanston	72.8	750
California	O'Hare	72.5	1,000
Polk	Douglas	72.1	800
Ashland	Englewd	70.8	1,700
63rd	DanRyan	68.8	1,650
Cumberland	O'Hare	68.8	1,650
Addison	O'Hare	68.5	850
Montrose	Ravenswd	68.4	650
Racine	Congress	65.7	650
Pulaski	Congress	65.6	800
Medical Center (Ogden)	Congress	64.4	650
Randolph/Wabash (Outer)	Loop	63.6	1,100
Damen	Ravenswd	63.1	700
Lawrence	Howard	62.5	1,500
47th	Eng/J Pk	62.5	1,500
State/Lake (Inner)	Loop	60.4	1,450
Jarvis	Howard	60.3	850
State/Lake (Outer)	Loop	58.3	1,400
Tech-35th	Eng/J Pk	58.3	1,400
Central	Evanston	58.0	400
Kedzie (Logan Sq)	O'Hare	56.3	1,350
Southport	Ravenswd	56.1	600
Foster	Evanston	54.8	400
Laramie	Lake	54.1	600
Montrose	O'Hare	52.8	650
Irving Park	Ravenswd	52.2	600
Roosevelt	Eng/J Pk	52.1	1,250
Austin	Congress	51.2	650
Kedzie	Ravenswd	50.8	600
Dempster	Evanston	49.4	400
Sedgwick	Ravenswd	47.6	400
Cermak-Chinatown	DanRyan	45.8	1,100
South Blvd	Evanston	44.9	350
51st	Eng/J Pk	43.8	1,050
California	Douglas	42.4	500
Sox-35th	DanRyan	41.7	1,000
Addison	Ravenswd	41.3	450
King Drive	Jack Pk	40.7	550
Rockwell	Ravenswd	39.8	350
Spaulding (Logan Sq)	O'Hare	39.6	950
Western	Congress	38.8	400
Harlem	Congress	38.1	450
Oak Park	Lake	36.6	450
Cicero	Congress	36.3	450
47th	DanRyan	35.4	850
Garfield	Eng/J Pk	35.4	850
University	Jack Pk	35.4	850
Francisco	Ravenswd	34.9	300
Pulaski	Douglas	34.9	450
Hoyne	Douglas	34.8	400
Homan (Kedzie)	Congress	34.2	400
Halsted	Englewd	33.3	800
Ridgeland	Lake	33.3	400
61st	Jack Pk	32.6	450
Central Park	Douglas	32.5	400
Marion (Harlem)	Lake	32.3	400
North/Clybourn	Howard	31.8	350
43rd	Eng/J Pk	31.3	750
Kedzie	Congress	29.7	350
58th	Eng/J Pk	29.4	350
Cottage Grove	Jack Pk	29.2	700
Clinton	Congress	29.2	700
Wellington	Ravenswd	28.4	250
Clinton	Lake	27.8	300
Indiana	Eng/J Pk	27.6	400
Oak Park	Congress	27.3	350
Western	Douglas	25.9	300
Laramie	Douglas	25.2	300
Kedzie	Douglas	25.0	300
Harvard	Englewd	22.6	300
Racine	Englewd	18.8	450
Kildare	Douglas	17.2	200
Wentworth	Englewd	15.6	200

EXHIBIT V

SUNDAY TRAFFIC PER AGENT HOUR

(NOVEMBER 1991)

Station	Route	Traffic/ Agent Hour	Sunday Traffic
95th	DanRyan	190.9	5,650
Chicago/State	Howard	183.3	4,400
Belmont	Howard	152.1	3,650
O'Hare	O'Hare	142.4	4,700
Desplaines	Congress	137.7	950
Howard	Howard	131.3	3,150
Clark/Division	Howard	122.9	2,950
79th	DanRyan	120.8	2,900
Damen	O'Hare	116.3	1,000
69th	DanRyan	112.5	2,700
Fullerton	Howard	100.0	2,400
Central	Lake	100.0	1,150
Harlem	Lake	98.8	850
Sheridan	Howard	97.7	1,250
Granville	Howard	94.8	1,100
Morse	Howard	93.8	2,250
Addison	Howard	93.0	1,200
Pulaski	Lake	92.6	750
Randolph-Washington	Dearborn	91.7	2,200
Madison-Monroe	Dearborn	91.7	2,200
Jefferson Park	O'Hare	91.7	2,200
Loyola	Howard	89.6	2,150
Lake-Randolph	State St	87.5	2,100
Harlem	O'Hare	86.4	950
Irving Park	O'Hare	85.4	1,050
Medical Center (Ogden)	Congress	83.3	400
Pulaski	Congress	83.3	600
Davis	Evanston	83.3	1,250
Berwyn	Howard	79.8	950
Adams-Jackson	State St	77.1	1,850
Wilson	Howard	77.1	1,850
Cicero	Lake	76.9	600
Bryn Mawr	Howard	75.0	1,800
Randolph-Washington	State St	75.0	1,800
Austin	Lake	74.1	600
Western	O'Hare	73.9	650
Cicero	Douglas	73.5	500
Argyle	Howard	73.2	900
Randolph/Wabash (Inner)	Loop	72.9	1,750
Thorndale	Howard	72.0	850
Adams/Wabash	Loop	68.8	1,650
Polk	Douglas	65.2	450
Belmont	O'Hare	62.5	1,500
Laramie	Lake	62.5	450
Grand/State	Howard	60.4	1,450
87th	DanRyan	60.4	1,450
Garfield	DanRyan	58.3	1,400
Madison-Monroe	State St	58.3	1,400
Adams-Jackson	Dearborn	58.3	1,400
Division	O'Hare	54.2	1,300
SOIC (Clark/Lake)	Dearborn	54.2	1,300
Kimball	Ravenswd	53.6	750
Jarvis	Howard	53.4	550
Addison	O'Hare	53.3	400
Main	Evanston	52.9	450
River Road	O'Hare	50.0	1,200
Western	Ravenswd	46.6	550
Ashland	Englewd	45.8	1,100
63rd	DanRyan	45.8	1,100
Roosevelt	Eng/J Pk	45.8	1,100
King Drive	Jack Pk	44.3	350
Kedzie	Congress	44.1	300
Clark/Lake (Inner)	Loop	43.8	1,050
Tech-35th	Eng/J Pk	43.8	1,050
47th	Eng/J Pk	43.8	1,050
Homan (Kedzie)	Congress	43.5	300
61st	Jack Pk	42.7	350
Lawrence	Howard	41.7	1,000
State/Lake (Inner)	Loop	41.7	1,000
Cumberland	O'Hare	41.7	1,000
Kedzie (Logan Sq)	O'Hare	39.6	950
Indiana	Eng/J Pk	36.1	300
Linden	Evanston	35.7	350
58th	Eng/J Pk	34.7	250
State/Lake (Outer)	Loop	31.3	750
University	Jack Pk	31.3	750
Sox-35th	DanRyan	31.3	750
Pulaski	Douglas	29.9	200
Harvard	Englewd	29.9	200
Kedzie	Douglas	29.4	200
Garfield	Eng/J Pk	27.1	650
Randolph/Wabash (Outer)	Loop	25.4	350
51st	Eng/J Pk	25.0	600
Cermak-Chinatown	DanRyan	25.0	600
Ridgeland	Lake	24.1	200
Oak Park	Lake	23.8	200
Marion (Harlem)	Lake	23.0	200
Cottage Grove	Jack Pk	22.9	550
Halsted	Englewd	22.9	550
Spaulding (Logan Sq)	O'Hare	22.9	550
43rd	Eng/J Pk	22.9	550
Wentworth	Englewd	21.7	150
Clinton	Congress	20.8	500
47th	DanRyan	18.8	450
North/Clybourn	Howard	18.8	150
Racine	Englewd	10.4	250

APPENDIX A

This performance report is produced in accordance with CTA's Service Standards Process. The Service Standards Process was approved by CTA's Board in 1990. The following sources of information are required for the production of this report.

RAIL

-- Ridership is obtained from agent, conductor, and turnstile reports. These reports are audited by Service Delivery Planning in November each year. Averages of entering passengers by fare type are calculated for weekday, Saturday and Sunday. These averages are used to represent typical passenger activity at individual stations.

- Traffic per agent hour is calculated by combining the ridership averages (discussed above), with the number of hours agents are assigned to collect fares at individual stations. This time includes only "window" hours, the time required to travel between assigned locations is not included.

BUS

-- Ridership by route is obtained from the electronic fareboxes. The ridership figures shown are approximate and are lower than actual figures. This is because the farebox cannot account for passengers boarding at the

rear door, operator errors, or equipment failures.

- Revenue by route is estimated by combining route ridership and the systemwide average fare. The average fare used in this report is the year-to-date average fare per unlinked trip from the 1st period 1992 Operating Data Report. Thus, the revenue shown is actually a further reflection of passengers per route, rather than cash collected in the farebox. For performance comparisons, this is believed to be the most equitable method of calculating revenue. In this way, bus routes which have a high percentage of transfers and passes received are not penalized because cash is not deposited in the farebox.

- Vehicle miles and vehicle hours are scheduled miles and hours. Actual figures are not recorded by route. Scheduled miles and hours are generally lower than actual.

- Cost per vehicle mile and per vehicle hour is estimated based on the previous year's actual costs. Costs which are directly attributable to the provision of service are termed variable costs, and include operator wages/fringe benefits, fuel, maintenance materials, tires and lubricants. The remaining costs are termed overhead costs and include, for example, maintenance of facilities, major vehicle repairs and support staff. The combination of variable and overhead costs is termed total cost. Variable costs can be affected by changes to the service provided. Therefore, it is useful to estimate route-level

variable costs. Overhead costs, however, are not normally affected by service changes. Analysis of total costs is most meaningful at the system level, rather than at the route level.

For planning purposes, each CTA bus route is classified into one of five types, based on its operating characteristics. Some routes may have the characteristics of more than one type, but all routes can be classified to one type based on its primary function.

-- **Crosstown routes** follow the grid pattern of Chicago's street network. These routes have a high passenger turnover and account for roughly one-half of daily ridership.

-- **Downtown routes** have destinations in the Loop area and have a lower passenger turnover than crosstowns.

-- **Downtown Express routes** also are oriented toward the Loop, but have very low passenger turnover.

-- **Rapid transit feeders** carry riders relatively short distances, with transfers made to or from a higher capacity mode.

-- **Circulators** serve short trips in the downtown area.

WEEKDAY

ROUTE PERFORMANCE REPORT SYSTEM

(APPENDIX B)

	ROUTE NAME	TOTAL PASSENGERS	PASSENGERS/ VEHICLE MILE	PASSENGERS/ VEHICLE HOUR	VARIABLE COST RECOVERY	FULL COST RECOVERY	ROUTE TYPE
1	INDIANA/HYDE PARK	9,111	4.56	43.5	102%	49%	DOWNTOWN
2	HYDE PARK EXPRESS	895	2.35	33.6	71%	21%	DT EXPRESS
3	KING DRIVE	21,498	4.73	48.7	113%	50%	DOWNTOWN
4	COTTAGE GROVE	25,593	5.80	60.2	139%	66%	DOWNTOWN
6	JEFFERY	18,813	3.21	39.8	88%	40%	DT EXPRESS
7	HARRISON	6,347	6.20	51.5	125%	59%	DOWNTOWN
8	HALSTED	24,018	6.13	57.0	135%	65%	CROSSTOWN
8A	SOUTH HALSTED	3,637	3.40	38.6	87%	43%	FEEDER
9	ASHLAND	35,558	6.29	61.5	144%	70%	CROSSTOWN
11	LINCOLN	10,002	5.30	38.9	96%	44%	CROSSTOWN
12	ROOSEVELT	8,724	4.98	46.2	109%	53%	CROSSTOWN
14	S. LAKE SHORE EXPRESS	9,911	2.68	43.5	89%	26%	DT EXPRESS
16	LAKE	3,460	3.51	34.6	81%	39%	DOWNTOWN
17	WESTCHESTER	1,253	2.03	26.9	58%	28%	FEEDER
18	16TH/18TH	3,559	3.58	35.1	82%	39%	CROSSTOWN
20	MADISON	16,869	6.84	62.2	148%	72%	DOWNTOWN
21	CERMAK	7,061	5.85	53.4	127%	61%	CROSSTOWN
22	CLARK	26,396	7.05	63.2	151%	68%	DOWNTOWN
24	WENTWORTH	7,961	2.80	33.0	74%	34%	DOWNTOWN
25	WEST CERMAK	922	4.63	29.5	75%	37%	FEEDER
27	SOUTH DEERING	5,893	3.68	43.5	97%	46%	CROSSTOWN
28	STONY ISLAND	12,892	4.58	46.0	107%	50%	CROSSTOWN
29	STATE	18,264	5.07	53.0	122%	58%	DOWNTOWN
30	SOUTH CHICAGO	5,820	2.45	31.2	68%	32%	CROSSTOWN
31	31ST	313	3.64	23.7	60%	29%	CROSSTOWN
33	MAG.MILE EXPRESS	584	2.21	22.7	53%	14%	CIRCULATOR
34	SO.MICHIGAN (INCL. #119)	15,132	3.76	47.6	105%	48%	FEEDER
35	35TH	7,953	5.52	46.8	113%	52%	CROSSTOWN
36	BROADWAY	23,101	8.35	64.9	159%	74%	DOWNTOWN
37	SEDGWICK/OGDEN	4,965	3.59	32.2	77%	34%	DOWNTOWN
39	PERSHING	2,435	2.60	30.6	69%	33%	CROSSTOWN
41	ELSTON/CLYBOURN	2,577	2.54	26.6	61%	27%	DOWNTOWN
42	HALSTED/ARCHER	2,892	3.32	35.1	81%	33%	DOWNTOWN
43	43RD	2,274	4.90	40.1	97%	47%	CROSSTOWN
44	WALLACE/RACINE	12,019	4.51	45.0	105%	49%	DOWNTOWN
45	ASHLAND/ARCHER	2,696	3.31	35.8	82%	28%	DOWNTOWN
47	47TH	10,497	5.47	52.4	123%	61%	CROSSTOWN
48	SOUTH DAMEN	3,229	3.65	42.2	95%	39%	CROSSTOWN
49	WESTERN	27,966	6.17	61.4	143%	68%	CROSSTOWN
49A	SOUTH WESTERN	1,726	2.75	31.2	71%	33%	CROSSTOWN
49B	NORTH WESTERN	3,455	3.53	43.5	96%	42%	CROSSTOWN
50	DAMEN	11,209	6.02	57.5	135%	64%	CROSSTOWN
51	51ST	4,747	5.17	46.8	111%	54%	CROSSTOWN
52	KEDZIE/CALIFORNIA	12,901	5.14	50.5	118%	58%	CROSSTOWN
52A	SOUTH KEDZIE	5,369	3.29	35.4	81%	38%	CROSSTOWN
53	PULASKI	24,477	7.59	69.8	166%	79%	CROSSTOWN
53A	SOUTH PULASKI	9,739	3.45	37.5	86%	42%	CROSSTOWN
54	CICERO	12,936	6.59	60.5	144%	69%	CROSSTOWN
54A	NORTH CICERO/SKOKIE BLVD	1,833	1.89	28.0	59%	27%	CROSSTOWN
54B	SOUTH CICERO	4,789	3.08	38.5	85%	42%	CROSSTOWN
55	GARFIELD	13,582	5.18	52.6	122%	58%	CROSSTOWN
56	MILWAUKEE	19,591	7.36	65.4	156%	75%	DOWNTOWN
56A	NORTH MILWAUKEE	1,179	3.55	30.9	74%	35%	FEEDER
57	LARAMIE	3,088	6.58	53.0	129%	59%	CROSSTOWN
59	59TH/61ST	3,923	2.94	33.6	76%	37%	CROSSTOWN
60	BLUE ISLAND/26TH	16,814	7.04	61.0	146%	68%	DOWNTOWN
61	ARCHER/FRANKLIN EXPRESS	3,922	2.40	38.1	78%	27%	DT EXPRESS
62	ARCHER/LOCAL-EXPRESS	24,567	3.16	36.6	82%	36%	DOWNTOWN
63	63RD STREET	22,243	6.49	62.9	147%	70%	CROSSTOWN
64	FOSTER/CANFIELD	372	2.37	29.5	65%	30%	FEEDER
65	GRAND	8,336	3.78	41.6	95%	44%	DOWNTOWN
66	CHICAGO	19,354	6.74	64.9	152%	72%	DOWNTOWN
67	67TH/69TH/71ST	13,194	5.42	54.4	127%	57%	CROSSTOWN
68	NORTHWEST HIGHWAY	2,937	3.73	45.2	100%	45%	FEEDER
69	CUMBERLAND/EAST RIVER	485	2.46	34.9	74%	35%	FEEDER
70	DIVISION	11,153	5.57	59.5	137%	65%	CROSSTOWN
71	71ST	7,536	7.60	68.9	164%	80%	FEEDER
72	NORTH	13,954	5.43	49.9	118%	56%	CROSSTOWN
73	ARMITAGE	7,224	5.61	51.2	122%	58%	CROSSTOWN
74	FULLERTON	12,145	6.17	58.1	137%	65%	CROSSTOWN
75	74TH/75TH	7,133	5.74	54.0	127%	61%	CROSSTOWN
76	DIVERSEY	14,574	4.83	59.6	132%	61%	CROSSTOWN
77	BELMONT	21,886	5.76	58.8	136%	66%	CROSSTOWN
78	MONTROSE	8,783	4.71	47.7	111%	55%	CROSSTOWN
79	79TH	27,277	6.10	56.5	134%	64%	CROSSTOWN

WEEKDAY

ROUTE PERFORMANCE REPORT SYSTEM
(APPENDIX B)

	ROUTE NAME	TOTAL PASSENGERS	PASSENGERS/ VEHICLE MILE	PASSENGERS/ VEHICLE HOUR	VARIABLE COST RECOVERY	FULL COST RECOVERY	ROUTE TYPE
80	IRVING PARK	12,898	5.78	55.6	131%	63%	CROSSTOWN
81	LAWRENCE	14,819	8.11	76.1	180%	87%	CROSSTOWN
81W	WEST LAWRENCE	2,222	2.71	30.2	69%	33%	FEEDER
82	KIMBALL/HOMAN	20,546	6.23	63.9	148%	66%	CROSSTOWN
84	PETERSON	4,537	6.00	52.9	127%	59%	CROSSTOWN
85	CENTRAL	15,136	6.57	69.2	159%	73%	CROSSTOWN
85A	NORTH CENTRAL	1,080	1.65	31.3	61%	27%	FEEDER
86	NARRAGANSETT	2,200	3.24	36.4	82%	40%	CROSSTOWN
87	87TH	16,169	4.27	48.7	110%	49%	CROSSTOWN
88	HIGGINS	2,360	3.60	42.5	95%	45%	FEEDER
90	HARLEM	4,457	5.61	50.5	120%	58%	CROSSTOWN
90N	NORTH HARLEM	615	1.56	20.6	45%	21%	FEEDER
91	AUSTIN	11,392	5.04	52.2	121%	53%	CROSSTOWN
92	FOSTER	6,868	4.94	55.3	125%	62%	CROSSTOWN
93	NORTH CALIFORNIA	2,722	4.56	43.8	103%	48%	FEEDER
94	SOUTH CALIFORNIA	10,944	4.96	50.7	117%	54%	CROSSTOWN
95E	93RD/95TH	7,392	3.59	44.3	98%	48%	FEEDER
95W	WEST 95TH	6,243	6.33	53.8	130%	63%	FEEDER
96	LUNT	1,515	2.67	25.5	60%	27%	FEEDER
97	SKOKIE	4,232	3.48	34.5	80%	38%	FEEDER
99	STEVENSON EXPRESS (INCL. #164)	5,583	1.82	25.3	54%	22%	DT EXPRESS
99M	MIDWAY EXPRESS	705	1.53	21.2	45%	14%	DT EXPRESS
100	JEFFERY MANOR EXPRESS	1,146	2.95	36.5	81%	33%	FEEDER
103	WEST 103RD	4,445	2.54	31.3	69%	31%	FEEDER
106	103RD/106TH	3,336	2.64	28.8	66%	32%	FEEDER
108	HALSTED/95TH	5,121	4.14	47.7	107%	48%	FEEDER
110	MARQUETTE	632	1.99	26.7	58%	23%	CROSSTOWN
111	PULLMAN/111/115(INCL.#104)	7,658	3.34	44.9	97%	43%	CROSSTOWN
112	VINCENNES/111TH	4,537	3.13	35.3	80%	37%	FEEDER
120	NORTHWEST/WACKER EXPRESS	823	1.64	19.1	43%	23%	CIRCULATOR
121	UNION/WACKER EXPRESS	1,142	2.79	25.3	60%	34%	CIRCULATOR
122	ILLINOIS CENTER/NW EXPRESS	494	3.25	22.8	57%	30%	CIRCULATOR
123	ILLINOIS CENTER/UNION EXPRESS	686	3.65	27.1	67%	36%	CIRCULATOR
125	WATER TOWER EXPRESS	2,986	3.43	32.6	77%	33%	CIRCULATOR
126	JACKSON	11,805	4.99	54.2	124%	55%	DOWNTOWN
127	Mc CORM.PL./NW STATION	317	1.08	10.3	24%	15%	CIRCULATOR
129	NORTHWEST/FRANKLIN	723	2.38	20.8	50%	31%	CIRCULATOR
131	WASHINGTON	659	1.31	18.7	40%	16%	CROSSTOWN
135	WILSON/LASALLE EXPRESS	3,174	4.02	40.5	94%	25%	DT EXPRESS
136	SHERIDAN/LASALLE EXPRESS	1,830	3.31	36.2	83%	21%	DT EXPRESS
145	WILSON/MICHIGAN	9,289	5.19	48.3	114%	46%	DT EXPRESS
146	MARINE/MICHIGAN	10,151	4.89	44.8	106%	44%	DT EXPRESS
147	OUTER DRIVE EXPRESS	9,724	3.16	49.4	102%	42%	DT EXPRESS
151	SHERIDAN	26,707	5.80	47.2	115%	53%	DOWNTOWN
152	ADDISON	16,221	4.49	49.1	112%	53%	CROSSTOWN
155	DEVON	7,977	7.97	66.6	161%	78%	FEEDER
156	LASALLE	11,054	6.11	46.1	114%	42%	DOWNTOWN
157	STREETERVILLE	4,116	7.38	41.1	106%	46%	CIRCULATOR
162	PULASKI/STEVENSON EXPRESS	2,491	2.70	31.5	71%	19%	DT EXPRESS
201	CENTRAL/SHERMAN	1,725	2.32	26.9	60%	28%	CROSSTOWN
202	MAIN/EMERSON	723	1.80	18.2	42%	20%	CROSSTOWN
203	RIDGE/GRANT	1,833	2.65	26.4	61%	27%	CROSSTOWN
204	DODGE	2,228	4.74	44.7	106%	46%	CROSSTOWN

SATURDAY

ROUTE PERFORMANCE REPORT SYSTEM

(APPENDIX B)

	ROUTE NAME	TOTAL PASSENGERS	PASSENGERS/ VEHICLE MILE	PASSENGERS/ VEHICLE HOUR	VARIABLE COST RECOVERY	FULL COST RECOVERY	ROUTE TYPE
1	INDIANA/HYDE PARK	4,693	3.0	30.9	71%	43%	DOWNTOWN
3	KING DRIVE	12,564	3.7	41.8	94%	56%	DOWNTOWN
4	COTTAGE GROVE	17,802	4.2	43.6	101%	61%	DOWNTOWN
6	JEFFERY	13,402	3.9	47.7	106%	62%	DT EXPRESS
7	HARRISON	1,403	3.2	33.6	78%	47%	DOWNTOWN
8	HALSTED	20,241	5.5	52.0	123%	75%	CROSSTOWN
8A	SOUTH HALSTED	3,098	2.7	32.0	72%	42%	FEEDER
9	ASHLAND	28,640	6.6	64.7	151%	92%	CROSSTOWN
11	LINCOLN	2,903	4.8	37.7	92%	57%	CROSSTOWN
12	ROOSEVELT	5,784	3.3	33.4	78%	47%	CROSSTOWN
16	LAKE	1,029	1.7	20.6	46%	27%	CROSSTOWN
18	16TH/18TH	1,949	2.4	23.6	55%	34%	CROSSTOWN
20	MADISON	13,948	5.7	51.6	123%	75%	DOWNTOWN
21	CERMAK	5,067	4.6	43.1	102%	62%	CROSSTOWN
22	CLARK	21,220	7.2	63.8	153%	94%	DOWNTOWN
24	WENTWORTH	3,433	1.9	22.0	49%	29%	DOWNTOWN
25	WEST CERMAK	1,081	4.1	26.8	68%	43%	FEEDER
27	SOUTH DEERING	4,154	3.2	40.4	89%	52%	CROSSTOWN
28	STONY ISLAND	10,840	5.8	58.4	136%	82%	CROSSTOWN
29	STATE	13,700	4.1	45.6	104%	62%	DOWNTOWN
30	SOUTH CHICAGO	3,120	2.0	26.6	58%	34%	CROSSTOWN
31	31ST	210	2.4	16.0	40%	26%	CROSSTOWN
34	SO.MICHIGAN (INCL.#119)	11,314	3.7	47.2	104%	61%	FEEDER
35	35TH	4,126	3.9	37.4	88%	54%	CROSSTOWN
36	BROADWAY	21,452	8.3	61.9	153%	96%	DOWNTOWN
39	PERSHING	1,274	1.7	21.0	46%	27%	CROSSTOWN
43	43RD	1,361	3.1	26.6	64%	40%	CROSSTOWN
44	WALLACE/RACINE	4,937	3.4	37.1	85%	51%	CROSSTOWN
47	47TH	7,799	4.8	44.8	106%	65%	CROSSTOWN
49	WESTERN	19,744	5.0	52.6	121%	73%	CROSSTOWN
49A	SOUTH WESTERN	1,597	2.8	31.3	71%	42%	CROSSTOWN
49B	NORTH WESTERN	2,657	3.9	52.0	113%	66%	CROSSTOWN
50	DAMEN	6,714	4.1	42.6	98%	59%	CROSSTOWN
51	51ST	3,855	4.7	39.0	94%	58%	CROSSTOWN
52	KEDZIE/CALIFORNIA	9,245	4.0	41.6	96%	58%	CROSSTOWN
52A	SOUTH KEDZIE	3,224	3.6	36.2	84%	51%	CROSSTOWN
53	PULASKI	17,968	6.3	64.3	149%	90%	CROSSTOWN
53A	SOUTH PULASKI	3,778	3.6	39.0	89%	53%	CROSSTOWN
54	CICERO	9,052	5.2	51.1	120%	73%	CROSSTOWN
54B	SOUTH CICERO	4,744	3.9	42.7	97%	58%	CROSSTOWN
55	GARFIELD	9,692	4.9	54.7	124%	74%	CROSSTOWN
56	MILWAUKEE	13,208	5.4	50.5	120%	73%	DOWNTOWN
57	LARAMIE	1,216	5.1	52.0	120%	73%	CROSSTOWN
59	59TH/61ST	2,691	2.6	28.6	65%	39%	CROSSTOWN
60	BLUE ISLAND/26TH	11,267	5.0	44.1	106%	65%	DOWNTOWN
62/164	ARCHER – NARRAGANSETT	14,288	2.9	35.1	78%	46%	DOWNTOWN
63	63RD STREET	15,086	4.9	47.2	111%	67%	CROSSTOWN
65	GRAND	4,122	2.5	29.4	66%	39%	DOWNTOWN
66	CHICAGO	13,795	6.0	61.1	142%	86%	DOWNTOWN
67	67TH/69TH/71ST	9,906	5.0	49.6	116%	70%	CROSSTOWN
68	NORTHWEST HIGHWAY	918	1.6	26.1	54%	31%	FEEDER
70	DIVISION	10,051	5.9	65.9	150%	89%	CROSSTOWN
71	71ST	5,854	6.6	57.0	137%	84%	FEEDER
72	NORTH	10,101	4.6	43.5	103%	63%	CROSSTOWN
73	ARMITAGE	4,704	4.0	37.8	89%	54%	CROSSTOWN
74	FULLERTON	8,168	5.4	59.6	136%	81%	CROSSTOWN
75	74TH/75TH	5,433	5.3	51.9	121%	74%	CROSSTOWN
76	DIVERSEY	10,596	3.9	49.9	109%	64%	CROSSTOWN
77	BELMONT	14,097	5.1	50.4	118%	71%	CROSSTOWN
78	MONTROSE	6,333	4.4	48.5	110%	66%	CROSSTOWN
79	79TH	23,029	5.7	53.3	126%	77%	CROSSTOWN
80	IRVING PARK	8,820	4.7	47.6	111%	67%	CROSSTOWN
81	LAWRENCE	12,830	8.1	76.7	181%	110%	CROSSTOWN
81W	WEST LAWRENCE	1,432	3.1	34.8	79%	47%	FEEDER
82	KIMBALL/HOMAN	12,329	5.2	53.3	123%	74%	CROSSTOWN
84	PETERSON	2,665	4.0	38.5	90%	55%	CROSSTOWN
85	CENTRAL	10,871	6.1	65.6	150%	90%	CROSSTOWN
85A	NORTH CENTRAL	303	0.9	18.1	35%	19%	FEEDER
86	NARRAGANSETT	1,471	3.9	44.4	100%	60%	CROSSTOWN
87	87TH	11,435	5.2	54.8	126%	76%	CROSSTOWN
88	HIGGINS	914	1.8	24.6	53%	31%	FEEDER
90	HARLEM	3,549	5.5	44.8	109%	68%	CROSSTOWN
90N	NORTH HARLEM	208	0.8	11.2	24%	14%	FEEDER
91	AUSTIN	5,868	5.6	59.4	136%	82%	CROSSTOWN
92	FOSTER	4,407	4.1	48.5	108%	64%	CROSSTOWN

ROUTE PERFORMANCE REPORT
SYSTEM
(APPENDIX B)

	ROUTE NAME	TOTAL PASSENGERS	PASSENGERS/ VEHICLE MILE	PASSENGERS/ VEHICLE HOUR	VARIABLE COST RECOVERY	FULL COST RECOVERY	ROUTE TYPE
93	NORTH CALIFORNIA	1,617	3.5	34.3	80%	49%	FEEDER
94	SOUTH CALIFORNIA	5,041	3.8	40.6	93%	56%	CROSSTOWN
95E	93RD/95TH	4,938	2.5	30.5	68%	40%	FEEDER
95W	WEST 95TH	7,125	5.9	51.4	124%	76%	FEEDER
96	LUNT	926	2.2	22.4	52%	32%	FEEDER
97	SKOKIE	3,068	3.4	37.9	86%	51%	FEEDER
103	WEST 103RD	1,999	2.8	33.3	75%	44%	FEEDER
106	103RD/106TH	864	1.6	19.7	44%	26%	FEEDER
108	HALSTED/95TH	2,621	3.4	39.5	89%	53%	FEEDER
111	PULLMAN/111/115	4,493	2.9	38.8	84%	49%	CROSSTOWN
112	VINCENNES/111TH	1,672	2.1	23.3	53%	31%	FEEDER
126	JACKSON	5,993	2.8	35.9	79%	46%	DOWNTOWN
130	GRANT PARK TREASURES	428	1.9	15.9	38%	24%	CIRCULATOR
145	WILSON/MICHIGAN	4,751	4.9	44.4	106%	65%	DT EXPRESS
146	MARINE/MICHIGAN	5,888	4.4	40.6	96%	59%	DT EXPRESS
147	OUTER DRIVE EXPRESS	5,834	2.3	41.4	82%	46%	DT EXPRESS
151	SHERIDAN	18,723	5.6	48.2	116%	71%	DOWNTOWN
152	ADDISON	6,472	3.9	42.8	98%	58%	CROSSTOWN
155	DEVON	5,318	7.3	58.1	142%	88%	FEEDER
201	CENTRAL/SHERMAN	984	2.4	31.3	69%	40%	CROSSTOWN
204	DODGE	791	3.8	23.4	60%	38%	CROSSTOWN

SUNDAY

ROUTE PERFORMANCE REPORT SYSTEM

(APPENDIX B)

	ROUTE NAME	TOTAL PASSENGERS	PASSENGERS/ VEHICLE MILE	PASSENGERS/ VEHICLE HOUR	VARIABLE COST RECOVERY	FULL COST RECOVERY	ROUTE TYPE
1	INDIANA/HYDE PARK	3,146	2.4	25.7	59%	35%	DOWNTOWN
3	KING DRIVE	8,667	3.1	34.8	79%	47%	DOWNTOWN
4	COTTAGE GROVE	12,321	3.5	38.7	88%	53%	DOWNTOWN
6	JEFFERY	7,074	3.0	39.1	86%	50%	DT EXPRESS
7	HARRISON	360	1.4	15.7	35%	21%	CROSSTOWN
8	HALSTED	14,797	3.9	40.2	93%	56%	CROSSTOWN
8A	SOUTH HALSTED	1,949	2.5	28.1	64%	38%	FEEDER
9	ASHLAND	17,608	4.4	46.0	106%	64%	CROSSTOWN
11	LINCOLN	1,470	3.2	28.2	68%	42%	CROSSTOWN
12	ROOSEVELT	5,109	3.0	30.3	70%	43%	CROSSTOWN
16	LAKE	674	1.3	16.1	36%	21%	CROSSTOWN
18	16TH/18TH	1,136	1.5	17.5	39%	23%	CROSSTOWN
20	MADISON	7,471	4.2	39.2	93%	57%	DOWNTOWN
21	CERMAK	3,448	3.5	33.2	78%	48%	CROSSTOWN
22	CLARK	14,870	5.7	54.8	129%	79%	DOWNTOWN
24	WENTWORTH	1,994	1.4	16.6	37%	22%	DOWNTOWN
25	WEST CERMAK	877	3.8	30.6	74%	46%	FEEDER
27	SOUTH DEERING	2,770	2.8	35.5	78%	45%	CROSSTOWN
28	STONY ISLAND	6,187	3.7	38.9	90%	54%	CROSSTOWN
29	STATE	8,954	3.3	37.9	85%	51%	DOWNTOWN
30	SOUTH CHICAGO	744	0.9	12.5	27%	16%	CROSSTOWN
34	SO.MICHIGAN (INCL.#119)	6,768	2.8	36.8	80%	47%	FEEDER
35	35TH	2,221	3.2	32.3	75%	45%	CROSSTOWN
36	BROADWAY	13,584	6.1	52.4	126%	78%	DOWNTOWN
39	PERSHING	816	1.2	15.3	33%	20%	CROSSTOWN
44	WALLACE/RACINE	2,965	2.5	28.1	64%	38%	CROSSTOWN
47	47TH	4,898	3.4	36.9	85%	51%	CROSSTOWN
49	WESTERN	12,623	3.9	43.0	98%	59%	CROSSTOWN
49A	SOUTH WESTERN	652	1.3	15.5	35%	21%	CROSSTOWN
49B	NORTH WESTERN	1,494	2.7	39.4	83%	48%	CROSSTOWN
50	DAMEN	4,217	2.9	30.4	70%	42%	CROSSTOWN
51	51ST	2,251	3.6	30.0	72%	45%	CROSSTOWN
52	KEDZIE/CALIFORNIA	6,451	3.0	32.4	74%	44%	CROSSTOWN
52A	SOUTH KEDZIE	1,924	3.1	34.2	78%	47%	CROSSTOWN
53	PULASKI	10,424	4.8	49.5	114%	69%	CROSSTOWN
53A	SOUTH PULASKI	2,102	3.6	44.2	98%	58%	CROSSTOWN
54	CICERO	5,434	3.5	36.8	85%	51%	CROSSTOWN
54B	SOUTH CICERO	2,700	3.9	46.2	103%	61%	CROSSTOWN
55	GARFIELD	5,732	3.2	35.3	81%	48%	CROSSTOWN
56	MILWAUKEE	8,989	4.0	40.1	93%	56%	DOWNTOWN
57	LARAMIE	700	3.4	35.2	81%	49%	CROSSTOWN
59	59TH/61ST	1,758	2.1	25.5	57%	34%	CROSSTOWN
60	BLUE ISLAND/26TH	6,936	3.7	35.8	84%	51%	DOWNTOWN
62	ARCHER	7,871	2.4	29.9	66%	39%	DOWNTOWN
63	63RD STREET	10,311	3.7	38.8	89%	54%	CROSSTOWN
65	GRAND	2,191	2.1	23.9	54%	32%	DOWNTOWN
66	CHICAGO	8,879	4.7	49.5	114%	69%	DOWNTOWN
67	67TH/69TH/71ST	6,789	4.3	47.6	108%	65%	CROSSTOWN
68	NORTHWEST HIGHWAY	395	1.4	15.9	36%	21%	FEEDER
70	DIVISION	6,237	4.0	46.9	105%	62%	CROSSTOWN
71	71ST	3,381	4.9	50.8	117%	71%	FEEDER
72	NORTH	6,885	3.8	37.2	87%	53%	CROSSTOWN
73	ARMITAGE	2,766	4.3	42.7	99%	60%	CROSSTOWN
74	FULLERTON	5,677	4.1	45.4	103%	62%	CROSSTOWN
75	74TH/75TH	3,477	3.6	37.2	86%	52%	CROSSTOWN
76	DIVERSEY	6,814	3.5	46.4	101%	59%	CROSSTOWN
77	BELMONT	9,089	3.8	44.6	100%	60%	CROSSTOWN
78	MONTROSE	4,712	3.3	35.7	82%	49%	CROSSTOWN
79	79TH	15,167	5.3	50.0	118%	72%	CROSSTOWN
80	IRVING PARK	5,111	3.2	33.2	77%	46%	CROSSTOWN
81	LAWRENCE	8,269	5.5	56.8	131%	79%	CROSSTOWN
81W	WEST LAWRENCE	524	1.6	18.6	42%	25%	FEEDER
82	KIMBALL/HOMAN	7,567	4.4	49.2	112%	67%	CROSSTOWN
84	PETERSON	1,376	3.0	31.7	73%	44%	CROSSTOWN
85	CENTRAL	6,856	4.7	52.7	120%	72%	CROSSTOWN
86	NARRAGANSETT	823	2.4	27.3	62%	37%	CROSSTOWN
87	87TH	4,805	3.4	40.6	91%	54%	CROSSTOWN
88	HIGGINS	537	1.2	16.9	36%	21%	FEEDER
90	HARLEM	1,909	3.6	29.5	72%	44%	CROSSTOWN
91	AUSTIN	3,241	3.4	39.2	89%	53%	CROSSTOWN
92	FOSTER	2,783	3.0	36.6	81%	48%	CROSSTOWN
94	SOUTH CALIFORNIA	2,507	2.6	27.5	63%	38%	CROSSTOWN

ROUTE PERFORMANCE REPORT
SYSTEM

(APPENDIX B)

	ROUTE NAME	TOTAL PASSENGERS	PASSENGERS/ VEHICLE MILE	PASSENGERS/ VEHICLE HOUR	VARIABLE COST RECOVERY	FULL COST RECOVERY	ROUTE TYPE
95E	93RD/95TH	3,097	1.8	22.6	50%	30%	FEEDER
95W	WEST 95TH	3,248	3.8	35.0	83%	51%	FEEDER
96	LUNT	513	1.9	19.3	45%	27%	FEEDER
97	SKOKIE	1,338	2.8	29.7	68%	41%	FEEDER
103	WEST 103RD	818	1.2	14.6	33%	19%	FEEDER
106	103RD/106TH	307	0.7	9.7	21%	12%	FEEDER
108	HALSTED/95TH	1,841	2.7	32.0	71%	42%	FEEDER
111	PULLMAN/111/115	3,608	3.1	43.2	92%	53%	CROSSTOWN
112	VINCENNES/111TH	1,037	1.3	16.1	36%	21%	FEEDER
126	JACKSON	3,595	2.1	26.6	58%	34%	DOWNTOWN
130	GRANT PARK TREASURES	131	0.6	5.0	12%	8%	CIRCULATOR
145	WILSON/MICHIGAN	2,742	4.3	34.8	85%	53%	DOWNTOWN
146	MARINE/MICHIGAN	3,806	3.5	29.6	71%	44%	DOWNTOWN
151	SHERIDAN	14,191	4.3	39.6	94%	57%	DOWNTOWN
152	ADDISON	3,765	3.2	38.0	85%	50%	CROSSTOWN
155	DEVON	3,227	5.1	44.7	107%	66%	FEEDER

WEEKDAY

ROUTE PERFORMANCE REPORT
CROSSTOWN ROUTES
(APPENDIX C)

TOP 20 %
(BY VCR)

	ROUTE NAME	FULL COST RECOVERY	VARIABLE COST RECOVERY
81	LAWRENCE	87%	180%
53	PULASKI	79%	166%
85	CENTRAL	73%	159%
82	KIMBALL/HOMAN	66%	148%
63	63RD STREET	70%	147%
9	ASHLAND	70%	144%
54	CICERO	69%	144%
49	WESTERN	68%	143%
74	FULLERTON	65%	137%
70	DIVISION	65%	137%
77	BELMONT	66%	136%
50	DAMEN	64%	135%
8	HALSTED	65%	135%
79	79TH	64%	134%
76	DIVERSEY	61%	132%
80	IRVING PARK	63%	131%
57	LARAMIE	59%	129%
75	74TH/75TH	61%	127%
21	CERMAK	61%	127%
67	67TH/69TH/71ST	57%	127%
84	PETERSON	59%	127%
92	FOSTER	62%	125%
47	47TH	61%	123%
55	GARFIELD	58%	122%
73	ARMITAGE	58%	122%
91	AUSTIN	53%	121%
90	HARLEM	58%	120%
72	NORTH	56%	118%
52	KEDZIE/CALIFORNIA	58%	118%
94	SOUTH CALIFORNIA	54%	117%
35	35TH	52%	113%
152	ADDISON	53%	112%
51	51ST	54%	111%
78	MONTROSE	55%	111%
87	87TH	48%	110%
12	ROOSEVELT	53%	109%
28	STONY ISLAND	50%	107%
204	DODGE	46%	106%
43	43RD	47%	97%
27	SOUTH DEERING	46%	97%
111	PULLMAN/111/115(INCL.#104)	43%	97%
11	LINCOLN	44%	96%
49B	NORTH WESTERN	42%	96%
48	SOUTH DAMEN	38%	95%
53A	SOUTH PULASKI	42%	86%
54B	SOUTH CICERO	42%	85%
86	NARRAGANSETT	40%	82%
18	16TH/18TH	39%	82%
52A	SOUTH KEDZIE	38%	81%
59	59TH/61ST	37%	78%
49A	SOUTH WESTERN	33%	71%
39	PERSHING	33%	69%
30	SOUTH CHICAGO	32%	68%
203	RIDGE/GRANT	27%	61%
201	CENTRAL/SHERMAN	28%	60%
31	31ST	29%	60%
54A	NORTH CICERO/SKOKIE BLVD	27%	59%
110	MARQUETTE	23%	58%
202	MAIN/EMERSON	20%	42%
131	WASHINGTON	16%	40%

BOTTOM 20 %
(BY VCR)

ROUTE PERFORMANCE REPORT
RAPID TRANSIT FEEDER ROUTES
(APPENDIX C)

TOP 20 %
(BY VCR)

	ROUTE NAME	FULL COST RECOVERY	VARIABLE COST RECOVERY
71	71ST	80%	164%
155	DEVON	78%	161%
95W	WEST 95TH	63%	130%
108	HALSTED/95TH	48%	107%
34	SO.MICHIGAN (INCL. #119)	48%	105%
83	NORTH CALIFORNIA	48%	103%
88	NORTHWEST HIGHWAY	45%	100%
95E	93RD/95TH	48%	98%
88	HIGGINS	45%	95%
8A	SOUTH HALSTED	43%	87%
100	JEFFERY MANOR EXPRESS	33%	81%
87	SKOKIE	38%	80%
112	VINCENNES/111TH	37%	80%
25	WEST CERMAK	37%	75%
56A	NORTH MILWAUKEE	35%	74%
69	CUMBERLAND/EAST RIVER	35%	74%
103	WEST 103RD	31%	69%
81W	WEST LAWRENCE	33%	89%
108	103RD/106TH	32%	66%
64	FOSTER/CANFIELD	30%	65%
85A	NORTH CENTRAL	27%	61%
96	LUNT	27%	60%
17	WESTCHESTER	28%	56%
90N	NORTH HARLEM	21%	45%

TOP 20 %
(BY VCR)

ROUTE PERFORMANCE REPORT
DOWNTOWN ROUTES
(APPENDIX C)

	ROUTE NAME		FULL COST RECOVERY	VARIABLE COST RECOVERY
36	BROADWAY		74%	159%
56	MILWAUKEE		75%	156%
66	CHICAGO	TOP 20 %	72%	152%
22	CLARK	(BY VCR)	68%	151%
20	MADISON		72%	148%
60	BLUE ISLAND/26TH		68%	146%
4	COTTAGE GROVE		66%	139%
7	HARRISON		59%	125%
126	JACKSON		55%	124%
29	STATE		58%	122%
151	SHERIDAN		53%	115%
156	LASALLE		42%	114%
3	KING DRIVE		50%	113%
44	WALLACE/RACINE		49%	105%
1	INDIANA/HYDE PARK		49%	102%
65	GRAND		44%	95%
62	ARCHER/LOCAL-EXPRESS		36%	82%
45	ASHLAND/ARCHER		28%	82%
16	LAKE		39%	81%
42	HALSTED/ARCHER		33%	81%
37	SEDGWICK/OGDEN	BOTTOM 20 %	34%	77%
24	WENTWORTH	(BY VCR)	34%	74%
41	ELSTON/CLYBOURN		27%	81%

ROUTE PERFORMANCE REPORT
CIRCULATOR ROUTES
(APPENDIX C)

	ROUTE NAME		FULL COST RECOVERY	VARIABLE COST RECOVERY
157	STREETERVILLE		46%	106%
125	WATER TOWER EXPRESS	TOP 20 %	33%	77%
123	ILLINOIS CENTER/UNION EXPRESS		36%	67%
121	UNION/WACKER EXPRESS		34%	60%
122	ILLINOIS CENTER/NW EXPRESS		30%	57%
33	MAG.MILE EXPRESS		14%	53%
129	NORTHWEST/FRANKLIN		31%	50%
120	NORTHWEST/WACKER EXPRESS		23%	43%
127	Mc CORM.PL./NW STATION	BOTTOM 20 %	15%	24%

ROUTE PERFORMANCE REPORT
DOWNTOWN EXPRESS ROUTES
(APPENDIX C)

	ROUTE NAME		FULL COST RECOVERY	VARIABLE COST RECOVERY
145	WILSON/MICHIGAN		46%	114%
146	MARINE/MICHIGAN	TOP 20 %	44%	106%
147	OUTER DRIVE EXPRESS		42%	102%
135	WILSON/LASALLE EXPRESS		25%	94%
14	S. LAKE SHORE EXPRESS		26%	89%
6	JEFFERY		40%	88%
136	SHERIDAN/LASALLE EXPRESS		21%	83%
61	ARCHER/FRANKLIN EXPRESS		27%	76%
2	HYDE PARK EXPRESS		21%	71%
162	PULASKI/STEVENSON EXPRESS		19%	71%
99	STEVENSON EXPRESS (INCL. #164)		22%	54%
99M	MIDWAY EXPRESS	BOTTOM 20 %	14%	45%

SATURDAY

ROUTE PERFORMANCE REPORT
CROSSTOWN ROUTES
(APPENDIX C)

	ROUTE NAME	FULL COST RECOVERY	VARIABLE COST RECOVERY
81	LAWRENCE	110%	181%
9	ASHLAND	92%	151%
85	CENTRAL	90%	150%
70	DIVISION	89%	150%
53	PULASKI	90%	149%
91	AUSTIN	82%	136%
74	FULLERTON	81%	136%
28	STONY ISLAND	82%	136%
87	87TH	76%	128%
79	79TH	77%	126%
55	GARFIELD	74%	124%
82	KIMBALL/HOMAN	74%	123%
8	HALSTED	75%	123%
75	74TH/75TH	74%	121%
49	WESTERN	73%	121%
57	LARAMIE	73%	120%
54	CICERO	73%	120%
77	BELMONT	71%	118%
67	67TH/69TH/71ST	70%	116%
49B	NORTH WESTERN	68%	113%
80	IRVING PARK	67%	111%
63	63RD STREET	67%	111%
78	MONTROSE	66%	110%
76	DIVERSEY	64%	109%
90	HARLEM	68%	109%
92	FOSTER	64%	108%
47	47TH	65%	106%
72	NORTH	63%	103%
21	CERMAK	62%	102%
86	NARRAGANSETT	60%	100%
50	DAMEN	59%	98%
152	ADDISON	58%	98%
54B	SOUTH CICERO	58%	97%
52	KEDZIE/CALIFORNIA	58%	96%
51	51ST	58%	94%
94	SOUTH CALIFORNIA	56%	93%
11	LINCOLN	57%	92%
84	PETERSON	55%	90%
27	SOUTH DEERING	52%	89%
73	ARMITAGE	54%	89%
53A	SOUTH PULASKI	53%	89%
35	35TH	54%	88%
44	WALLACE/RACINE	51%	85%
52A	SOUTH KEDZIE	51%	84%
111	PULLMAN/111/115	49%	84%
12	ROOSEVELT	47%	78%
49A	SOUTH WESTERN	42%	71%
201	CENTRAL/SHERMAN	40%	69%
59	59TH/61ST	39%	65%
43	43RD	40%	64%
204	DODGE	38%	60%
30	SOUTH CHICAGO	34%	58%
18	16TH/18TH	34%	55%
39	PERSHING	27%	46%
16	LAKE	27%	48%
31	31ST	26%	40%

TOP 20 %
(BY VCR)

BOTTOM 20 %
(BY VCR)

ROUTE PERFORMANCE REPORT
DOWNTOWN ROUTES
(APPENDIX C)

	ROUTE NAME		FULL COST RECOVERY	VARIABLE COST RECOVERY
36	BROADWAY	TOP 20 %	96%	153%
22	CLARK		94%	153%
66	CHICAGO		86%	142%
20	MADISON		75%	123%
56	MILWAUKEE		73%	120%
151	SHERIDAN		71%	116%
60	BLUE ISLAND/26TH		65%	106%
29	STATE		62%	104%
4	COTTAGE GROVE		61%	101%
3	KING DRIVE		56%	94%
126	JACKSON		46%	79%
62/164	ARCHER – NARRAGANSETT		46%	78%
7	HARRISON		47%	76%
1	INDIANA/HYDE PARK	BOTTOM 20 %	43%	71%
65	GRAND		39%	66%
24	WENTWORTH		29%	49%

ROUTE PERFORMANCE REPORT
RAPID TRANSIT FEEDER ROUTES
(APPENDIX C)

	ROUTE NAME		FULL COST RECOVERY	VARIABLE COST RECOVERY
155	DEVON	TOP 20 % (BY VCR)	68%	142%
71	71ST		84%	137%
95W	WEST 95TH		76%	124%
34	SO.MICHIGAN (INCL.#119)		61%	104%
108	HALSTED/95TH		53%	89%
87	SKOKIE		51%	86%
83	NORTH CALIFORNIA		49%	80%
81W	WEST LAWRENCE		47%	79%
103	WEST 103RD		44%	75%
8A	SOUTH HALSTED		42%	72%
26	WEST CERMAK		43%	68%
65E	63RD/95TH		40%	68%
66	NORTHWEST HIGHWAY		31%	54%
88	HIGGINS		31%	53%
112	VINCENNES/111TH		31%	53%
66	LUNT	BOTTOM 20 % (BY VCR)	32%	52%
106	103RD/106TH		26%	44%
85A	NORTH CENTRAL		19%	35%
90N	NORTH HARLEM		14%	24%

ROUTE PERFORMANCE REPORT
CIRCULATOR ROUTES
(APPENDIX C)

	ROUTE NAME	FULL COST RECOVERY	VARIABLE COST RECOVERY
130	GRANT PARK TREASURES	24%	38%

ROUTE PERFORMANCE REPORT
DOWNTOWN EXPRESS ROUTES
(APPENDIX C)

	ROUTE NAME	FULL COST RECOVERY	VARIABLE COST RECOVERY
145	WILSON/MICHIGAN	65%	106%
6	JEFFERY	62%	106%
146	MARINE/MICHIGAN	59%	96%
147	OUTER DRIVE EXPRESS	46%	82%

ROUTE PERFORMANCE REPORT
CROSSTOWN ROUTES
(APPENDIX C)

	ROUTE NAME	FULL COST RECOVERY	VARIABLE COST RECOVERY
81	LAWRENCE	79%	131%
85	CENTRAL	72%	120%
79	79TH	72%	118%
53	PULASKI	69%	114%
82	KIMBALL/HOMAN	67%	112%
67	67TH/69TH/71ST	65%	108%
9	ASHLAND	64%	106%
70	DIVISION	62%	105%
54B	SOUTH CICERO	61%	103%
74	FULLERTON	62%	103%
76	DIVERSEY	59%	101%
77	BELMONT	60%	100%
73	ARMITAGE	60%	99%
49	WESTERN	59%	98%
53A	SOUTH PULASKI	58%	98%
8	HALSTED	56%	93%
111	PULLMAN/111/115	53%	92%
87	87TH	54%	91%
28	STONY ISLAND	54%	90%
63	63RD STREET	54%	89%
91	AUSTIN	53%	89%
72	NORTH	53%	87%
75	74TH/75TH	52%	88%
152	ADDISON	50%	85%
54	CICERO	51%	85%
47	47TH	51%	85%
49B	NORTH WESTERN	48%	83%
78	MONTROSE	49%	82%
57	LARAMIE	49%	81%
92	FOSTER	48%	81%
55	GARFIELD	48%	81%
21	CERMAK	48%	78%
52A	SOUTH KEDZIE	47%	78%
27	SOUTH DEERING	45%	78%
80	IRVING PARK	48%	77%
35	35TH	45%	75%
52	KEDZIE/CALIFORNIA	44%	74%
84	PETERSON	44%	73%
51	51ST	45%	72%
90	HARLEM	44%	72%
12	ROOSEVELT	43%	70%
50	DAMEN	42%	70%
11	LINCOLN	42%	68%
44	WALLACE/RACINE	38%	64%
94	SOUTH CALIFORNIA	38%	63%
86	NARRAGANSETT	37%	62%
59	59TH/61ST	34%	57%
18	16TH/18TH	23%	39%
16	LAKE	21%	36%
7	HARRISON	21%	35%
49A	SOUTH WESTERN	21%	35%
39	PERSHING	20%	33%
30	SOUTH CHICAGO	16%	27%

TOP 20 %
(BY VCR)

BOTTOM 20 %
(BY VCR)

ROUTE PERFORMANCE REPORT
RAPID TRANSIT FEEDER ROUTES
(APPENDIX C)

ROUTE NAME			FULL COST RECOVERY	VARIABLE COST RECOVERY
71	71ST		71%	117%
155	DEVON	TOP 20 %	66%	107%
95W	WEST 95TH		51%	83%
34	SO.MICHIGAN (INCL.#119)		47%	80%
25	WEST CERMAK		46%	74%
108	HALSTED/95TH		42%	71%
97	SKOKIE		41%	68%
8A	SOUTH HALSTED		38%	64%
95E	93RD/95TH		30%	50%
96	LUNT		27%	45%
81W	WEST LAWRENCE		25%	42%
88	HIGGINS		21%	36%
68	NORTHWEST HIGHWAY		21%	36%
112	VINCENNES/111TH		21%	36%
103	WEST 103RD	BOTTOM 20 %	19%	33%
106	103RD/106TH		12%	21%

ROUTE PERFORMANCE REPORT
DOWNTOWN ROUTES
(APPENDIX C)

ROUTE NAME			FULL COST RECOVERY	VARIABLE COST RECOVERY
22	CLARK		79%	129%
36	BROADWAY	TOP 20 %	78%	126%
66	CHICAGO		69%	114%
151	SHERIDAN		57%	94%
56	MILWAUKEE		56%	93%
20	MADISON		57%	93%
4	COTTAGE GROVE		53%	88%
29	STATE		51%	85%
145	WILSON/MICHIGAN		53%	85%
60	BLUE ISLAND/26TH		51%	84%
3	KING DRIVE		47%	79%
146	MARINE/MICHIGAN		44%	71%
62	ARCHER		39%	66%
1	INDIANA/HYDE PARK		35%	59%
126	JACKSON		34%	56%
65	GRAND	BOTTOM 20 %	32%	54%
24	WENTWORTH		22%	37%

ROUTE PERFORMANCE REPORT
CIRCULATOR ROUTES
(APPENDIX C)

	ROUTE NAME	FULL COST RECOVERY	VARIABLE COST RECOVERY
130	GRANT PARK TREASURES	8%	12%

ROUTE PERFORMANCE REPORT
DOWNTOWN EXPRESS ROUTES
(APPENDIX C)

	ROUTE NAME	FULL COST RECOVERY	VARIABLE COST RECOVERY
6	JEFFERY	50%	86%

APPENDIX D

Chicago Transit Authority
Service Delivery
Service Delivery Planning
Service Planning

Rail system | **OP-x92022**
Supersedes OP-x91034

Nov. 1991 traffic | 3-20-92

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Weekday, Saturday, Sunday Riding by route

Table I

		A	B	C	D	E=A+B+C+D	F	G=E+F
		Passengers (thousands)						
		Entering						
		Cash						
	Route	Full	Reduced	Transfer	Passes	Total	Interchanged from other rail routes	Total rides
	Weekday in November, 1991							
1	North-South	69.0	5.6	25.6	34.9	135.1	20.0	155.1
	West-Northwest	74.6	5.6	34.4	36.6	151.2	4.8	156.0
	West-South	31.7	3.5	41.3	25.1	101.6	8.7	110.3
	Evanston	11.3	0.6	3.1	5.9	20.9	5.1	26.0
5	Skokie Swift	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Ravenswood	28.0	2.2	6.5	10.7	47.4	6.4	53.8
	SYSTEM TOTAL	214.6	17.5	110.9	113.2	456.2	45.1	501.3
			232.1					
	Saturday in November, 1991							
	North-South	39.4	1.8	15.4	18.0	74.6	10.1	84.7
10	West-Northwest	27.7	1.5	13.5	10.7	53.4	3.4	56.8
	West-South	13.4	1.0	22.1	10.0	46.5	0.5	47.0
	Evanston	3.6	0.2	1.0	2.0	6.8	3.2	10.0
	Skokie Swift	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Ravenswood	10.7	0.5	3.2	3.8	18.2	3.7	21.9
15	SYSTEM TOTAL	94.8	5.0	55.2	44.5	199.5	20.9	220.4
			99.8					
	Sunday in November, 1991							
	North-South	25.6	1.1	10.0	13.3	50.0	5.1	55.1
	West-Northwest	15.5	0.8	7.8	8.6	32.7	3.2	35.9
	West-South	7.6	0.5	14.2	7.8	30.1	0.0	30.1
20	Evanston	2.0	0.2	0.3	1.4	3.9	3.9	7.8
	Skokie Swift	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Ravenswood	2.0	0.1	0.6	1.1	3.8	0.5	4.3
	SYSTEM TOTAL	52.7	2.7	32.9	32.2	120.5	12.7	133.2
			55.4					

COLUMNS A, B, C, AND D - Cash (full and reduced fare), transfer (all types), and passes (monthly pass and non-fare-paying) passengers are prepared from the detail of Table IV. Differences between Table I and Table IV are due to the fact that several rail stations are served by more than one rail route. On Table I, to reflect actual riding, traffic at these stations is divided among the routes serving them, based on annual surveys. On Table IV, to reflect entering traffic, all traffic at each station is shown in the principal route which serves that station, with the Loop Elevated considered a separate entity.

COLUMN F - Passenger interchange from other CTA rail routes is based on annual surveys and other sources. This includes only interchanges made within paid areas.

LINES 5, 13, 21 - Skokie Swift temporarily closed due to construction.

Table II

Entering, Weekday
in volume order

	STATION	ROUTE	PASSENGERS
	95	WS	20,150
	Washington	NS	14,800
	Washington	WNW	12,250
	Jefferson Park	WNW	10,500
5	Adams/Wabash	Loop	10,200
	Chicago	NS	9,800
	Howard	NS	9,450
	Monroe	WNW	9,200
	Jackson	NS	9,000
10	Belmont	NS	8,950
	Jackson	WNW	8,700
	Fullerton	NS	8,650
	Clark/Lake	Loop	8,600
	Clark/Lake	WNW	8,550
15	79	WS	8,150
	O'Hare	WNW	7,100
	State/Lake	Loop	6,650
	69	WS	6,650
	Monroe	NS	6,600
20	Randolph/Wabash	Loop	5,850
	Logan Square	WNW	5,800
	Loyola	NS	5,700
	U of I-Halsted	WNW	5,650
	87	WS	5,550
25	Belmont	WNW	5,450
	Wilson	NS	5,350
	River Road	WNW	5,250
	Clark/Division	NS	5,250
	Madison/Wabash	Loop	5,200
30	Cumberland	WNW	5,050
	Morse	NS	4,950
	Grand	NS	4,750
	Bryn Mawr	NS	4,700
	Harlem (O'Hare)	WNW	4,650
35	Desplaines	WNW	4,500
	Irving Park	WNW	4,450
	Division	WNW	3,900
	Kimball	Rav	3,750
	Davis	Evan	3,600
40	Damen	WNW	3,600
	Ashland	NS	3,500
	Addison	NS	3,400
	Merchandise Mart	Rav	3,300
	Harlem	WS	3,250
45	Garfield	WS	3,250
	Roosevelt	NS	3,100
	Western	Rav	3,100
	Polk	WNW	3,050
	Sheridan	NS	2,950
50	63	WS	2,850
	Tech-35	NS	2,850
	Diversey	Rav	2,800
	Armitage	Rav	2,700
	Clinton	WNW	2,700
55	Central	WS	2,650
	Clinton	WS	2,550
	Sox-35	WS	2,550
	Madison/Wells	Loop	2,550
	Addison	WNW	2,500
60	LaSalle	WNW	2,500
	Granville	NS	2,500
	54th/Cermak	WNW	2,450
	LaSalle/Van Buren	Loop	2,450
	47	NS	2,450
65	Quincy/Wells	Loop	2,300
	California (O'Hare)	WNW	2,300
	Thorndale	NS	2,250
	Chicago	Rav	2,250
	Austin	WS	2,250
70	Lawrence	NS	2,200
	Berwyn	NS	2,200
	Western (O'Hare)	WNW	2,150
	Pulaski	WS	2,150
	Argyle	NS	2,050
75	Racine	WNW	2,050
	Irving Park	Rav	1,950
	Austin	WNW	1,950
	Montrose	WNW	1,900
	Linden	Evan	1,850
80	Medical Center	WNW	1,850
	Cermak-Chinatown	WS	1,700
	51	NS	1,700
	North/Clybourn	NS	1,700
	Southport	Rav	1,700
85	Oak Park	WNW	1,700
	Kedzie (Congress)	WNW	1,700
	Cicero (Douglas)	WNW	1,650
	Damen	Rav	1,550
	California (Douglas)	WNW	1,500
90	Laramie	WS	1,500
	Main	Evan	1,450
	47	WS	1,450
	Cicero	WS	1,450
	Addison	Rav	1,450
95	Chicago	WNW	1,400
	Montrose	Rav	1,400
	University	NS	1,350
	Garfield	NS	1,350
	43	NS	1,300
100	Jarvis	NS	1,300
	Oak Park	WS	1,300
	Ashland	WS	1,300
	Cottage Grove	NS	1,300
	Harrison	NS	1,300
105	Halsted	NS	1,250
	Pulaski (Congress)	WNW	1,250
	Randolph/Wells	Loop	1,250
	Ridgeland	WS	1,250
	Central Park	WNW	1,150
110	Hoyne	WNW	1,150
	Kedzie	Rav	1,150
	Cicero (Congress)	WNW	1,100
	Wellington	Rav	1,100
	Harlem (Congress)	WNW	1,050
115	Pulaski (Douglas)	WNW	1,050
	Western (Douglas)	WNW	1,000
	Sedgwick	Rav	1,000
	Central	Evan	950
	Kedzie (Douglas)	WNW	950
120	King Drive	NS	900
	Racine	NS	900
	Paulina	Rav	900
	Laramie	WNW	900
	South Blvd.	Evan	850
125	Grand	WNW	850
	Homan	WS	800
	Western (Congress)	WNW	800
	Kedzie	WS	800
	Halsted	WS	750
130	Francisco	Rav	750
	Rockwell	Rav	700
	61	NS	700
	Indiana	NS	700
	Foster	Evan	650
135	Dempster	Evan	650
	Kildare	WNW	650
	Noyes	Evan	600
	California	WS	500
	Harvard	NS	500
140	58	NS	450
	Wentworth	NS	250

this one-third of the stations

produces two-thirds of the traffic

Average traffic per station =3250

this one-third of the stations

produces 10% of the traffic

SYSTEM TOTAL 456,200

Average per station 3,250

Table III

Entering, Weekday
in alphabetic order, by station name

	STATION	ROUTE	PASSENGERS
	43	NS	1,300
	47	NS	2,450
	47	WS	1,450
	51	NS	1,700
5	54th/Cermak	WNW	2,450
	58	NS	450
	61	NS	700
	63	WS	2,850
	69	WS	6,650
10	79	WS	8,150
	87	WS	5,550
	95	WS	20,150
	Adams/Wabash	Loop	10,200
	Addison	NS	3,400
15	Addison	Rav	1,450
	Addison	WNW	2,500
	Argyle	NS	2,050
	Armitage	Rav	2,700
	Ashland	NS	3,500
20	Ashland	WS	1,300
	Austin	WNW	1,950
	Austin	WS	2,250
	Belmont	NS	8,950
	Belmont	WNW	5,450
25	Berwyn	NS	2,200
	Bryn Mawr	NS	4,700
	California (Douglas)	WNW	1,500
	California (O'Hare)	WNW	2,300
	California	WS	500
30	Central Park	WNW	1,150
	Central	Evan	950
	Central	WS	2,650
	Cermak-Chinatown	WS	1,700
	Chicago	NS	9,800
35	Chicago	Rav	2,250
	Chicago	WNW	1,400
	Cicero (Congress)	WNW	1,100
	Cicero (Douglas)	WNW	1,650
	Cicero	WS	1,450
40	Clark/Division	NS	5,250
	Clark/Lake	Loop	8,600
	Clark/Lake	WNW	8,550
	Clinton	WNW	2,700
	Clinton	WS	2,550
45	Cottage Grove	NS	1,300
	Cumberland	WNW	5,050
	Damen	Rav	1,550
	Damen	WNW	3,600
	Davis	Evan	3,600
50	Dempster	Evan	650
	Desplaines	WNW	4,500
	Diversey	Rav	2,800
	Division	WNW	3,900
	Foster	Evan	650
55	Francisco	Rav	750
	Fullerton	NS	8,650
	Garfield	NS	1,350
	Garfield	WS	3,250
	Grand	NS	4,750
60	Grand	WNW	850
	Granville	NS	2,500
	Halsted	NS	1,250
	Halsted	WS	750
	Harlem (Congress)	WNW	1,050
65	Harlem (O'Hare)	WNW	4,650
	Harlem	WS	3,250
	Harrison	NS	1,300
	Harvard	NS	500
	Homan	WS	800
70	Howard	NS	9,450
	Hoyne	WNW	1,150
	Indiana	NS	700
	Irving Park	Rav	1,950
	Irving Park	WNW	4,450
75	Jackson	NS	9,000
	Jackson	WNW	8,700
	Jarvis	NS	1,300
	Jefferson Park	WNW	10,500
	Kedzie (Congress)	WNW	1,700
80	Kedzie (Douglas)	WNW	950
	Kedzie	Rav	1,150
	Kedzie	WS	800
	Kildare	WNW	650
	Kimball	Rav	3,750
85	King Drive	NS	900
	Laramie	WNW	900
	Laramie	WS	1,500
	LaSalle	WNW	2,500
	LaSalle/Van Buren	Loop	2,450
90	Lawrence	NS	2,200
	Linden	Evan	1,850
	Logan Square	WNW	5,800
	Loyola	NS	5,700
	Madison/Wabash	Loop	5,200
95	Madison/Wells	Loop	2,550
	Main	Evan	1,450
	Medical Center	WNW	1,850
	Merchandise Mart	Rav	3,300
	Monroe	NS	6,600
100	Monroe	WNW	9,200
	Montrose	Rav	1,400
	Montrose	WNW	1,900
	Morse	NS	4,950
	North/Clybourn	NS	1,700
105	Noyes	Evan	600
	Oak Park	WNW	1,700
	Oak Park	WS	1,300
	O'Hare	WNW	7,100
	Paulina	Rav	900
110	Polk	WNW	3,050
	Pulaski (Congress)	WNW	1,250
	Pulaski (Douglas)	WNW	1,050
	Pulaski	WS	2,150
	Quincy/Wells	Loop	2,300
115	Racine	NS	900
	Racine	WNW	2,050
	Randolph/Wabash	Loop	5,850
	Randolph/Wells	Loop	1,250
	Ridgeland	WS	1,250
120	River Road	WNW	5,250
	Rockwell	Rav	700
	Roosevelt	NS	3,100
	Sedgwick	Rav	1,000
	Sheridan	NS	2,950
125	South Blvd.	Evan	850
	Southport	Rav	1,700
	Sox-35	WS	2,550
	State/Lake	Loop	6,650
	Tech-35	NS	2,850
130	Thorndale	NS	2,250
	U of I-Halsted	WNW	5,650
	University	NS	1,350
	Washington	NS	14,800
	Washington	WNW	12,250
135	Wellington	Rav	1,100
	Wentworth	NS	250
	Western (Congress)	WNW	800
	Western (Douglas)	WNW	1,000
	Western (O'Hare)	WNW	2,150
140	Western	Rav	3,100
	Wilson	NS	5,350

SYSTEM TOTAL	456,200
Average per station	3,250

Table IV

Entering, Weekday, Saturday, Sunday in geographic order, by route

	NORTH-SOUTH ROUTE	WEEKDAY IN NOVEMBER, 1991					SATURDAY IN NOVEMBER, 1991					SUNDAY IN NOVEMBER, 1991				
		Passengers					Passengers					Passengers				
		Cash					Cash					Cash				
		Full	Reduced	Transfer	Passes	Total	Full	Reduced	Transfer	Passes	Total	Full	Reduced	Transfer	Passes	Total
	North Side															
1	Howard	2,650	350	2,500	3,950	9,450	1,750	150	1,200	1,900	5,000	1,100	50	600	1,400	3,150
	Jarvis	850	50	50	350	1,300	500	50	50	250	850	300	50	-	200	550
	Morse........Lunt	600	50	-	200	850										
	Morse	2,350	250	450	1,050	4,100	2,050	100	300	600	3,050	1,450	50	150	600	2,250
5	Total	2,950	300	450	1,250	4,950	2,050	100	300	600	3,050	1,450	50	150	600	2,250
	Loyola	3,100	250	1,000	1,350	5,700	2,250	50	550	600	3,450	1,300	50	350	450	2,150
	Granville	1,550	150	100	700	2,500	1,100	50	100	500	1,750	650	50	50	350	1,100
	Thorndale	1,300	300	100	550	2,250	850	50	50	450	1,400	450	50	50	300	850
	Bryn Mawr	2,350	300	700	1,350	4,700	1,450	100	350	700	2,600	1,050	50	200	500	1,800
10	Berwyn	1,050	100	400	650	2,200	750	50	300	500	1,600	450	-	150	350	950
	Argyle	1,150	200	150	550	2,050	800	50	100	350	1,300	500	50	100	250	900
	Lawrence	950	100	500	650	2,200	650	50	400	400	1,500	400	50	250	300	1,000
	Wilson	2,650	450	850	1,400	5,350	1,650	100	650	550	2,950	1,050	50	300	450	1,850
	Sheridan	1,850	50	350	700	2,950	1,150	50	300	600	2,100	650	-	200	400	1,250
15	Addison	2,200	50	450	700	3,400	1,150	-	250	550	1,950	700	-	150	350	1,200
	Belmont	4,900	100	1,650	2,300	8,950	3,500	50	1,000	1,350	5,900	2,150	50	550	900	3,650
	Fullerton	5,550	150	1,250	1,700	8,650	2,700	50	700	750	4,200	1,550	50	400	400	2,400
	North/Clybourn	750	150	400	400	1,700	150	-	100	100	350	50	-	50	50	150
	Clark/Division	3,050	100	800	1,300	5,250	2,350	100	500	750	3,700	1,700	50	450	750	2,950
20	Chicago	6,150	450	1,050	2,150	9,800	4,100	50	650	1,450	6,250	2,800	50	500	1,050	4,400
	Grand	3,150	50	450	1,100	4,750	1,400	-	200	450	2,050	1,050	-	100	300	1,450
	Total North Side	48,150	3,650	13,200	23,100	88,100	30,300	1,100	7,750	12,800	51,950	19,350	700	4,600	9,350	34,000
	State Subway															
	Washington........Lake-Randolph	2,300	100	1,700	1,550	5,650	1,150	50	1,150	700	3,050	750	50	850	450	2,100
	Randolph-Washington	3,700	200	1,050	1,700	6,650	1,650	100	850	650	3,250	900	50	450	400	1,800
25	Washington-Madison	950	100	750	700	2,500										
	Total	6,950	400	3,500	3,950	14,800	2,800	150	2,000	1,350	6,300	1,650	100	1,300	850	3,900
	Monroe..........Madison-Monroe	2,900	100	500	1,000	4,500	1,400	100	400	500	2,400	800	50	250	300	1,400
	Monroe-Adams	1,400	50	250	400	2,100	300	-	100	150	550					
	Total	4,300	150	750	1,400	6,600	1,700	100	500	650	2,950	800	50	250	300	1,400
30	Jackson..........Adams-Jackson	2,950	150	850	1,300	5,250	1,550	50	450	650	2,700	1,000	-	400	450	1,850
	Jackson-Van Buren	2,250	100	500	900	3,750	500	50	150	200	900					
	Total	5,200	250	1,350	2,200	9,000	2,050	100	600	850	3,600	1,000	-	400	450	1,850
	Total State Subway	16,450	800	5,600	7,550	30,400	6,550	350	3,100	2,850	12,850	3,450	150	1,950	1,600	7,150
	South Side															
	Harrison	800	100	100	300	1,300										
35	Roosevelt	1,000	50	1,050	1,000	3,100	450	-	500	300	1,250	350	-	450	300	1,100
	Tech-35	1,200	200	750	700	2,850	600	50	450	300	1,400	450	50	350	200	1,050
	Indiana	250	100	200	150	700	150	-	150	100	400	150	-	50	100	300
	43	600	50	350	300	1,300	250	50	250	200	750	250	-	150	150	550
	47	800	100	950	600	2,450	350	50	700	400	1,500	250	50	500	250	1,050
40	51	400	100	650	550	1,700	250	50	500	250	1,050	200	50	200	150	600
	Garfield	450	50	500	350	1,350	200	50	400	200	850	200	-	300	150	650
	58	200	100	50	100	450	200	-	50	100	350	100	-	50	100	250
	Total Harrison to 58	5,700	850	4,600	4,050	15,200	2,450	250	3,000	1,850	7,550	1,950	150	2,050	1,400	5,550
	Jackson Park															
	61	300	50	100	250	700	200	-	100	150	450	100	50	50	150	350
45	King Drive	350	50	250	250	900	200	50	150	150	550	150	-	50	150	350
	Cottage Grove	350	50	550	350	1,300	300	-	250	150	700	200	-	200	150	550
	University	400	50	550	350	1,350	250	50	350	200	850	200	-	350	200	750
	Total Jackson Park	1,400	200	1,450	1,200	4,250	950	100	850	650	2,550	650	50	650	650	2,000
	Englewood															
	Wentworth	100	-	100	50	250	100	-	50	50	200	50	-	50	50	150
50	Harvard	200	100	100	100	500	100	-	100	100	300	50	-	50	100	200
	Halsted	450	50	500	250	1,250	250	50	400	100	800	200	-	250	100	550
	Racine	300	50	350	200	900	200	-	150	100	450	100	-	100	50	250
	Ashland	1,000	150	1,400	950	3,500	550	50	700	400	1,700	350	50	400	300	1,100
	Total Englewood	2,050	350	2,450	1,550	6,400	1,200	100	1,400	750	3,450	750	50	850	600	2,250
55	Total South Side	9,150	1,400	8,500	6,800	25,850	4,600	450	5,250	3,250	13,550	3,350	250	3,550	2,650	9,800
	NORTH-SOUTH TOTAL	73,750	5,850	27,300	37,450	144,350	41,450	1,900	16,100	18,900	78,350	26,150	1,100	10,100	13,600	50,950
		79,600					43,350					27,250				

Line 1................Howard includes traffic entering for Evanston and Skokie Swift trains.
Lines 16 & 17.........Belmont and Fullerton includes traffic entering for Ravenswood and Evanston trains.
- denotes less than 25 passengers.

Entering, Weekday, Saturday, Sunday in geographic order, by route

Table IV continued

			WEEKDAY IN NOVEMBER, 1991					SATURDAY IN NOVEMBER, 1991					SUNDAY IN NOVEMBER, 1991				
			Passengers					Passengers					Passengers				
	WEST-NORTHWEST ROUTE		Cash					Cash					Cash				
			Full	Reduced	Transfer	Passes	Total	Full	Reduced	Transfer	Passes	Total	Full	Reduced	Transfer	Passes	Total
	O'Hare																
	O'Hare		5.550	100	300	1.150	7.100	4.300	100	150	700	5.250	3.550	50	250	850	4.700
	River Road		2.200	50	1.550	1.450	5.250	1.500	50	250	350	2.150	900	50	50	200	1.200
	Cumberland		3.000	100	900	1.050	5.050	1.200	50	150	250	1.650	700	50	50	200	1.000
60	Harlem		1.750	150	1.500	1.250	4.650	650	50	600	400	1.700	300	50	350	250	950
	Jefferson Park		3.750	250	3.600	2.900	10.500	1.100	50	1.500	950	3.600	700	50	900	550	2.200
	Montrose		850	50	500	500	1.900	200	-	250	200	650	150	-	50	200	400
	Irving Park	Irving Park	1.450	50	1.200	950	3.650	550	50	550	350	1.500	350	50	350	300	1.050
		Pulaski	300	50	250	200	800										
65		Total	1.750	100	1.450	1.150	4.450	550	50	550	350	1.500	350	50	350	300	1.050
	Addison		800	100	1.000	600	2.500	350	-	300	200	850	200	-	100	100	400
	Belmont		1.600	100	2.100	1.650	5.450	750	-	850	550	2.150	500	50	550	400	1.500
	Logan Square	Spaulding	1.050	100	700	750	2.600	450	-	250	250	950	250	-	100	200	550
		Kedzie	1.700	100	600	800	3.200	750	50	250	300	1.350	500	50	150	250	950
70		Total	2.750	200	1.300	1.550	5.800	1.200	50	500	550	2.300	750	50	250	450	1.500
	California		1.100	150	550	500	2.300	550	50	200	200	1.000	200	-	100	200	500
	Western		850	50	700	550	2.150	350	50	350	250	1.000	200	-	250	200	650
	Damen		1.600	150	1.000	850	3.600	700	50	450	350	1.550	450	-	250	300	1.000
	Division		1.550	350	1.050	950	3.900	800	50	650	400	1.900	550	-	400	350	1.300
75	Chicago		450	50	500	400	1.400										
	Grand		400	-	250	200	850										
		Total O'Hare	29.950	1.950	18.250	16.700	66.850	14.200	600	6.750	5.700	27.250	9.500	400	3.900	4.550	18.350
	Dearborn Subway																
	Clark/Lake	Wells	1.350	50	100	500	2.000										
		State of Illinois Center	2.000	50	1.900	1.800	5.750	950	50	750	450	2.200	300	-	650	350	1.300
80		203 N LaSalle	550	-	50	200	800										
		Total	3.900	100	2.050	2.500	8.550	950	50	750	450	2.200	300	-	650	350	1.300
	Washington	Randolph-Washington	6.050	400	1.550	2.550	10.550	2.700	150	750	700	4.300	1.200	100	450	450	2.200
		Washington-Madison	1.050	50	200	400	1.700										
		Total	7.100	450	1.750	2.950	12.250	2.700	150	750	700	4.300	1.200	100	450	450	2.200
85	Monroe	Madison-Monroe	3.400	150	650	1.350	5.550	1.400	150	300	400	2.250	550	50	250	250	1.100
		Monroe-Adams	2.300	100	500	750	3.650										
		Total	5.700	250	1.150	2.100	9.200	1.400	150	300	400	2.250	550	50	250	250	1.100
	Jackson	Adams-Jackson	2.900	150	950	1.200	5.200	1.600	50	600	550	2.800	600	-	500	300	1.400
		Jackson-Van Buren	1.950	100	650	800	3.500										
90		Total	4.850	250	1.600	2.000	8.700	1.600	50	600	550	2.800	600	-	500	300	1.400
	LaSalle		1.800	150	100	450	2.500										
		Total Dearborn Subway	23.350	1.200	6.650	10.000	41.200	6.650	400	2.400	2.100	11.550	2.650	150	1.850	1.350	6.000
	Congress																
	Clinton		1.800	50	150	700	2.700	500	-	50	150	700	300	50	50	100	500
	U of I-Halsted	Halsted	750	50	600	450	1.850	450	-	300	200	950	100	-	150	150	400
95		Peoria	2.150	150	250	1.250	3.800	-	50	-	-	50	50	-	-	100	150
		Total	2.900	200	850	1.700	5.650	450	50	300	200	1.000	150	-	150	250	550
	Racine	Racine	850	250	150	300	1.550	400	-	100	150	650	150	-	50	100	300
		Loomis	50	400	-	50	500										
		Total	900	650	150	350	2.050	400	-	100	150	650	150	-	50	100	[illegible]
100		Total Clinton to Racine	5.600	900	1.150	2.750	10.400	1.350	50	450	500	2.350	600	50	250	450	[illegible]
	Medical Center	Paulina	100	-	-	50	150										
		Ogden	1.000	100	200	400	1.700	350	50	100	150	650	200	-	100	100	400
		Total	1.100	100	200	450	1.850	350	50	100	150	650	200	-	100	100	400
	Western		300	100	200	200	800	150	-	150	100	400	150	-	-	100	250
105	Kedzie	Kedzie	300	100	250	200	850	150	-	100	100	350	100	-	100	100	300
		Homan	350	50	250	200	850	200	50	100	50	400	100	50	100	50	300
		Total	650	150	500	400	1.700	350	50	200	150	750	200	50	200	150	600
	Pulaski		500	50	450	250	1.250	300	-	300	200	800	150	-	150	150	450
	Cicero		400	50	450	200	1.100	150	-	200	100	450	100	-	100	100	300
110	Austin	Austin	650	-	550	350	1.550	300	50	200	100	650	150	-	50	150	350
		Lombard	350	-	-	50	400										
		Total	1.000	-	550	400	1.950	300	50	200	100	650	150	-	50	150	350
	Oak Park		1.200	50	200	250	1.700	250	-	50	50	350	100	-	-	50	150
	Harlem		650	-	200	200	1.050	250	-	150	50	450	50	-	50	50	150
115	Desplaines		1.950	100	1.450	1.000	4.500	600	50	600	300	1.550	300	50	300	300	950
		Total Med. Center to Desplaines	7.750	600	4.200	3.350	15.900	2.700	200	1.950	1.200	6.050	1.400	100	950	1.150	3.600
		Total Congress	13.350	1.500	5.350	6.100	26.300	4.050	250	2.400	1.700	8.400	2.000	150	1.200	1.600	4.950
	Douglas																
	Polk		1.750	150	300	850	3.050	550	50	50	150	800	250	-	50	150	450
	18																
120	Hoyne		750	100	100	200	1.150	300	-	50	50	400	150	50	-	50	250
	Western		450	-	300	250	1.000	100	50	100	50	300	100	-	150	100	350
	California		650	100	450	300	1.500	300	-	100	100	500	250	-	100	100	450
	Kedzie		350	100	300	200	950	150	-	100	50	300	100	-	50	50	200
	Central Park		450	100	400	200	1.150	200	-	100	100	400	150	-	100	100	350
125	Pulaski		300	100	450	200	1.050	200	-	150	100	450	100	-	50	50	200
	Kildare		350	150	-	150	650	150	-	-	50	200	100	50	-	50	200
	Cicero		700	50	600	300	1.650	350	50	500	250	1.150	150	-	200	150	500
	Laramie		450	50	200	200	900	150	-	50	100	300	100	-	-	50	150
	54th/Cermak		950	50	850	600	2.450	300	50	700	200	1.250	100	50	250	250	650
130		Total Douglas	7.150	950	3.950	3.450	15.500	2.750	200	1.900	1.200	6.050	1.550	150	950	1.100	3.750
		Total West Side	20.500	2.450	9.300	9.550	41.800	6.800	450	4.300	2.900	14.450	3.550	300	2.150	2.700	8.700
		WEST-NORTHWEST TOTAL	73.800	5.600	34.200	36.250	149.850	27.650	1.450	13.450	10.700	53.250	15.700	850	7.900	8.600	33.050
			79.400					29.100					16.550				

Line 119..............18th station temporarily closed for reconstruction.
- denotes less than 25 passengers.

Table IV continued

Entering, Weekday, Saturday, Sunday in geographic order, by route

	WEST-SOUTH ROUTE	WEEKDAY IN NOVEMBER, 1991					SATURDAY IN NOVEMBER, 1991					SUNDAY IN NOVEMBER, 1991				
		Passengers					Passengers					Passengers				
		Cash					Cash					Cash				
		Full	Reduced	Transfer	Passes	Total	Full	Reduced	Transfer	Passes	Total	Full	Reduced	Transfer	Passes	Total
	Lake															
	Harlem.....Harlem	1.000	50	850	550	2.450	600	50	350	300	1.300	300	-	200	350	850
	Marion	550	50	50	150	800	250	50	50	50	400	100	50	-	50	200
135	Total	1.550	100	900	700	3.250	850	100	400	350	1.700	400	50	200	400	1.050
	Oak Park	800	100	150	250	1.300	300	50	50	50	450	100	-	50	50	200
	Ridgeland	800	50	200	200	1.250	200	50	50	100	400	100	-	50	50	200
	Austin	850	100	750	550	2.250	450	50	350	250	1.100	200	50	150	200	600
	Central	900	200	950	600	2.650	450	50	450	350	1.300	400	50	350	350	1.150
140	Laramie	600	150	450	300	1.500	300	50	150	100	600	200	50	50	150	450
	Cicero	550	150	500	250	1.450	350	-	300	200	850	250	-	200	150	600
	Pulaski	550	100	950	550	2.150	350	50	550	350	1.300	200	-	300	250	750
	Homan	200	150	250	200	800	150	-	150	100	400	100	-	100	150	350
	Kedzie	250	50	250	250	800	50	-	150	150	350	50	-	100	100	250
145	California	200	-	150	150	500	100	-	100	100	300	50	-	50	50	150
	Ashland	450	50	450	350	1.300	200	-	200	200	600	100	-	150	200	450
	Halsted	300	-	250	200	750	100	-	150	150	400	50	-	50	100	200
	Clinton	1.550	50	200	750	2.550	200	-	50	50	300	50	-	-	100	150
	Total Lake	9.550	1.250	6.400	5.300	22.500	4.050	400	3.100	2.500	10.050	2.250	200	1.800	2.300	6.550
	Dan Ryan															
150	Cermak-Chinatown	700	100	550	350	1.700	450	-	450	200	1.100	250	-	250	100	600
	Sox-35	650	100	1.200	600	2.550	350	50	400	200	1.000	250	50	300	150	750
	47	450	100	550	350	1.450	300	-	350	200	850	150	50	150	100	450
	Garfield	800	100	1.700	650	3.250	550	50	1.000	350	1.950	400	-	700	300	1.400
	63	550	150	1.500	650	2.850	350	50	950	300	1.650	200	-	650	250	1.100
155	69	1.350	250	3.500	1.550	6.650	650	50	2.250	750	3.700	450	50	1.600	600	2.700
	79	1.400	200	4.300	2.250	8.150	600	50	2.650	900	4.200	350	-	1.800	750	2.900
	87	1.200	150	3.000	1.200	5.550	650	50	1.400	500	2.600	450	50	650	300	1.450
	95	2.700	300	11.800	5.350	20.150	1.200	100	5.850	2.000	9.150	850	50	3.400	1.350	5.650
	Total Dan Ryan	9.800	1.450	28.100	12.950	52.300	5.100	400	15.300	5.400	26.200	3.350	250	9.500	3.900	17.000
160	WEST-SOUTH TOTAL	19.350	2.700	34.500	18.250	74.800	9.150	800	18.400	7.900	36.250	5.600	450	11.300	6.200	23.550
		22.050					9.950					6.050				

Traffic entering Loop stations for West-South trains included in lines 203 to 212 below.

	EVANSTON ROUTE	Full	Reduced	Transfer	Passes	Total	Full	Reduced	Transfer	Passes	Total	Full	Reduced	Transfer	Passes	Total
	Linden	700	100	500	550	1.850	350	50	150	200	750	200	-	50	100	350
	Central	500	50	100	300	950	200	-	50	150	400	100	-	-	200	300
	Noyes	450	-	-	150	600	300	-	-	50	350	150	-	-	100	250
	Foster	450	50	-	150	650	300	-	-	100	400	200	-	-	100	300
165	Davis	1.500	100	850	1.150	3.600	1.100	50	500	750	2.400	700	50	150	350	1.250
	Dempster	450	50	-	150	650	250	-	50	100	400	150	50	-	150	350
	Main	1.000	50	100	300	1.450	500	50	50	150	750	250	50	50	100	450
	South Blvd.	600	-	50	200	850	200	50	-	100	350	150	-	-	200	350
	EVANSTON TOTAL	5.650	400	1.600	2.950	10.600	3.200	200	800	1.600	5.800	1.900	150	250	1.300	3.600
		6.050					3.400					2.050				

Traffic entering Howard for Evanston trains included in line 1 above.
Traffic entering Belmont and Fullerton stations for Evanston trains included in lines 16 and 17 above.
Traffic entering Chicago and Merchandise Mart stations for Evanston trains included in lines 187 and 188 below.
Traffic entering Loop stations for Evanston trains included in lines 191 to 211 below.

SKOKIE SWIFT ROUTE

170 Dempster..........................

Line 170..............Skokie Swift route temporarily closed for track reconstruction.
- denotes less than 25 passengers.

Entering, Weekday, Saturday, Sunday in geographic order, by route

Table IV continued

	RAVENSWOOD ROUTE	WEEKDAY IN NOVEMBER, 1991					SATURDAY IN NOVEMBER, 1991					SUNDAY IN NOVEMBER, 1991				
		Passengers					Passengers					Passengers				
		Cash					Cash					Cash				
		Full	Reduced	Transfer	Passes	Total	Full	Reduced	Transfer	Passes	Total	Full	Reduced	Transfer	Passes	Total
	Kimball	1,450	300	850	1,150	3,750	700	50	400	450	1,600	300	50	150	250	750
	Kedzie	750	100	50	250	1,150	400	50	50	100	600	150	-	-	50	200
	Francisco	550	50	-	150	750	200	-	-	100	300	50	-	-	50	100
	Rockwell	500	50	-	150	700	200	-	-	150	350	100	-	-	50	150
175	Western	1,350	100	800	850	3,100	600	50	350	300	1,300	250	-	150	150	550
	Damen	850	50	250	400	1,550	400	-	150	150	700	100	-	50	50	200
	Montrose	850	100	150	300	1,400	400	50	50	150	650	100	-	50	50	200
	Irving Park	1,150	100	300	400	1,950	350	50	100	100	600	100	-	50	50	200
	Addison	800	50	350	250	1,450	300	-	50	100	450	100	-	-	50	150
180	Paulina	650	50	50	150	900	200	-	-	100	300	50	-	-	50	100
	Southport	1,450	50	-	200	1,700	500	-	-	100	600	100	-	-	50	150
	Total Kimball to Southport	10,350	1,000	2,800	4,250	18,400	4,250	250	1,150	1,800	7,450	1,400	50	450	850	2,750
	Wellington	800	50	50	200	1,100	200	-	-	50	250					
	Diversey	1,650	50	550	550	2,800	550	50	200	200	1,000					
185	Armitage	1,700	400	200	400	2,700	550	50	100	100	800					
	Sedgwick	700	100	50	150	1,000	250	-	50	100	400					
	Chicago	1,350	50	250	600	2,250	550	-	100	100	750					
	Merchandise Mart	1,900	50	200	1,150	3,300	550	-	50	150	750					
	Total Wellington to Mart	8,100	700	1,300	3,050	13,150	2,650	100	500	700	3,950					
190	RAVENSWOOD TOTAL	18,450	1,700	4,100	7,300	31,550	6,900	350	1,650	2,500	11,400	1,400	50	450	850	2,750
		20,150					7,250					1,450				

Lines 187 & 188.......Chicago and Merchandise Mart includes traffic entering for Evanston trains.
Traffic entering Belmont and Fullerton stations for Ravenswood trains included in lines 16 and 17 above.
Traffic entering Loop stations for Ravenswood trains included in lines 192 to 212 below.

	LOOP ELEVATED STATIONS		Full	Reduced	Transfer	Passes	Total	Full	Reduced	Transfer	Passes	Total	Full	Reduced	Transfer	Passes	Total
	Randolph/Wells	Inner	450	-	-	100	550										
		Outer	450	50	50	150	700	50	-	-	50	100					
		Total	900	50	50	250	1,250	50	-	-	50	100					
	Madison/Wells	Inner	1,050	-	-	200	1,250										
195		Outer	900	50	50	300	1,300	100	-	-	-	100					
		Total	1,950	50	50	500	2,550	100	-	-	-	100					
	Quincy/Wells	Inner	600	-	-	200	800										
		Outer	1,000	50	100	350	1,500	150	-	-	50	200					
		Total	1,600	50	100	550	2,300	150	-	-	50	200					
200	LaSalle/Van Buren	Inner	400	-	50	150	600										
		Outer	1,400	50	50	350	1,850	50	-	-	50	100					
		Total	1,800	50	100	500	2,450	50	-	-	50	100					
	Adams/Wabash		5,500	350	2,100	2,250	10,200	2,200	100	950	650	3,900	700	50	550	350	1,650
	Madison/Wabash		2,800	200	900	1,300	5,200	1,050	100	350	300	1,800					
205	Randolph/Wabash	Inner	1,650	100	1,200	1,200	4,150	800	50	1,000	600	2,450	500	50	750	450	1,750
		Outer	900	50	350	400	1,700	600	50	250	200	1,100	150	-	100	100	350
		Total	2,550	150	1,550	1,600	5,850	1,400	100	1,250	800	3,550	650	50	850	550	2,100
	State/Lake	Inner	1,350	50	1,000	1,100	3,500	400	50	650	350	1,450	300	-	400	300	1,000
		Outer	1,350	100	950	750	3,150	550	-	600	250	1,400	150	-	400	200	750
210		Total	2,700	150	1,950	1,850	6,650	950	50	1,250	600	2,850	450	-	800	500	1,750
	Clark/Lake	Inner	2,100	100	1,900	1,750	5,850	500	-	950	350	1,800	150	-	700	200	1,050
		Outer	1,700	100	500	450	2,750										
		Total	3,800	200	2,400	2,200	8,600	500	-	950	350	1,800	150	-	700	200	1,050
	LOOP ELEVATED TOTAL		23,600	1,250	9,200	11,000	45,050	6,450	350	4,750	2,850	14,400	1,950	100	2,900	1,600	6,550
			24,850					6,800					2,050				

Lines 191, 194, 197 & 200 includes traffic entering for Evanston trains.
Lines 192, 195, 198 & 201 includes traffic entering for Ravenswood trains.
Lines 203 and 204.....includes traffic entering for West-South, Ravenswood and Evanston trains.
Lines 205, 208 & 211..includes traffic entering for West-South (Dan Ryan) and Evanston trains.
Lines 206, 209 & 212..includes traffic entering for West-South (Lake) and Ravenswood trains.
- denotes less than 25 passengers.

		Full	Reduced	Transfer	Passes	Total	Full	Reduced	Transfer	Passes	Total	Full	Reduced	Transfer	Passes	Total
215	SYSTEM TOTAL	214,600	17,500	110,900	113,200	456,200	94,800	5,050	55,150	44,450	199,450	52,700	2,700	32,900	32,150	120,450
		232,100					99,850					55,400				

CASH PASSENGERS - Sources: Agent reports totaled using MAPPER database for the following dates: Weekdays from the week of November 4-8, 1991; Saturdays from November 2 & 9, 1991; and Sundays from November 3 & 10, 1991. Conductor traffic totaled using MAPPER database for the above dates and distributed to stations by means of percentages derived from the Traffic Monitoring Project. Traffic entering through coin turnstiles and pass readers was calculated separately from other records. Full-fare cash passengers include all passengers required to pay the prevailing adult rate fare (listed in Table V). Reduced-fare cash passengers include children 7 to 11 years of age and, with proper identifcation, senior citizens, disabled and students (only during certain hours).

TRANSFER PASSENGERS - Sources: Agent reports totaled on MAPPER database for the above dates. Conductor traffic was estimated using percentages of conductor cash traffic derived from the Traffic Monitoring Project which was distributed to stations using the method described under Cash Passengers. Special counts were taken by Hoyne agents of transfer traffic.

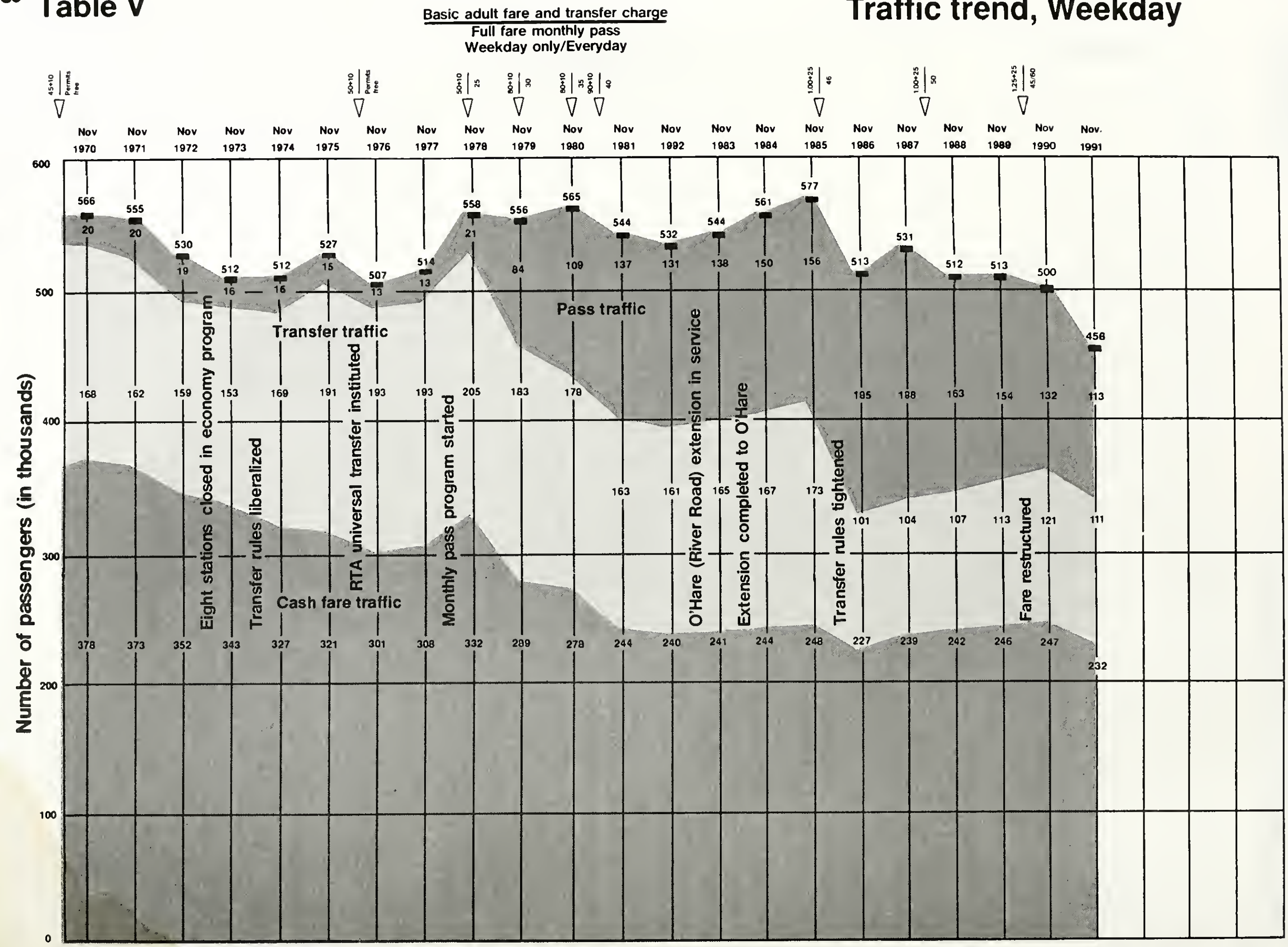
PASS PASSENGERS - Sources: Agent reports totaled using MAPPER database for the above dates. Conductor traffic was estimated using the method described under Transfer Passengers. Special counts were taken by Hoyne agents of pass traffic. This category includes monthly pass users as well as CTA employees, police and fire department employees, and other non-fare-paying riders.

All figures were rounded to the nearest 50.

Blank rows indicate part-time stations or entrances which are not in use on certain days.

Table V

Traffic trend, Weekday



ABC/RPR
Source data: November 1970 to November 1991
Studies on file in Service Planning Section

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DEMCO